

Intimation.

WM. POWELL, LTD.,
Ladies' Outfitters,
ALEXANDRA BUILDINGS.

SMART
OSTRICH
and
MARABOUT
FEATHER
STOLES,

\$10.00

to

\$38.50

Each.

NEW
BLOUSES
for
AFTERNOON
and
EVENING
wear.

GLOVES, HOSIERY,
FOOTWEAR,
GOLFERS,
MOTOR CAPS,
BELTS,
UNDERWEAR,
LACES,
CHIFFONS,
RIBBONS,
and
a Splendid Selection
of
MILLINERY.

REASONABLE PRICES.

POWELL'S
HONGKONG.

Hongkong, 5th November, 1906.

Intimation.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and—
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

[530]

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address:

"WADMAN SHANGHAI."

H. P. WADMAN,

Corresponding Associate,

Association of Average Adjusters,

Great Britain.

22nd October, 1906.

[1062]

To Let.

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906.

[1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906.

[1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906.

[1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vieux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

[949]

TO LET.

OFFICES in KING'S BUILDING, and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIVON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1906.

[73]

TO LET.

A HOUSE in KNUSTFORD TERRACE.
Kowloon.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

[789]

Intimations.

SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above
vessel as she lies at standing at KOW-
LOON COALING DEPOT will be received by the
NAVAL STORE OFFICER, H.M. NAVAL YARD,
Hongkong, till noon on the 30th November.
The purchaser will be required to remove
and break up the vessel within a reasonable
time, and will be called upon to deliver to the
Naval Yard the Ship's Boilers and Anchors.
Intending purchasers can inspect the vessel
on and after the 17th instant on application
during Yard working hours.
The highest Tender will not necessarily be
accepted.

The particulars of the Ship are as follows:—
Steel Twin Screw Capped Sloop of 185
feet length, 32' 6" beam, Displacement
1,950 tons, fitted with Vertical Triple
Expansion Engines.
Further information and particulars as to
sale to be obtained on application to the Naval
Store Officer, H.M. Naval Yard, Hongkong.
14th August, 8th November, 1906. [1077]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that the BRITISH
CIGARETTE COMPANY, LIMITED, of No. 18,
Bank Buildings, Hongkong, and No. 9A,
Nanking Road, Shanghai, China, tobacco
Manufacturers, has, on the 8th day of August,
1906, applied for the Registration in Hongkong,
in the Register of Trade Marks, of the following
Trade Marks:—

Trade Mark consists of a panel contain-
ing a pictorial representation of two gold
cash, the one on the right overlapping the
other. From the holes in the centre of the
cash protrude two partitions and above the
double cash is a tosette with cords passing
down to a golden ornament and terminating
in tassels on the right and left of the design.
Below this portion of the design is a golden flower with
four leaves. At the top of the design are
Chinese characters representing the words
"Double Gold Cash." At the bottom of the
panel are the words "Manufactured by
British Cigarette Co., Ltd., Shanghai."

Trade Mark consists of a label of one
panel bearing a design in Japanese style
of a Full Moon in a dark sky. Five geese
flying appear in the upper part of the panel,
and the outline of a range of moun-
tains with trees indicated form the lower
part of the panel. The distinctive words
"FULL MOON" in English are under the
disc of the Moon in the design. The disc of the
Moon bears the words "FULL MOON" in Oriental
characters. On the right side of the panel the words
"FULL MOON" Mouthpiece Cigarettes, best in the
world British-Cig. Co. Ltd., appear. Between the last
mentioned printing and the disc of the Moon are
Chinese characters which represent "20 cigarettes
enclosed." This Chinese lettering is re-
peated on the left hand side of the moon disc.

In the name of the BRITISH CIGARETTE
COMPANY, LIMITED, who claim to be the
sole proprietors thereof.

The Trade Marks are intended to be used by
applicants forthwith in respect of the
following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.
Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 10th day of September, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that the CHINA
EXPORT, IMPORT AND BANK CO., of Victoria,
Hongkong, and other places, Traders, have, on the
30th day of August, 1906, applied for the Regis-
tration in Hongkong, in the Register of Trade
Marks, of the following Trade Marks:—

1. A representation of an Emperor and a
lady surrounded by a fancy border.
2. A representation of three passion flowers
and the word "Passiflora."
3. A representation of a part of a Chinese
City and a waterway.

In the name of the CHINA EXPORT, IM-
PORT AND BANK CO., who claim to be
sole proprietors thereof.

The Trade Marks are intended to be used by
the applicants forthwith in respect of the
following goods:—

NOS. 1 AND 2: WOOLLEN WORSTED AND
HAIR GOODS, IN CLASSES 34 AND 35.
NO. 3: ANILINE DYES, IN CLASSES 1 AND 4.
Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 10th day of September, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that JOHN
MONTGOMERY BEATTIE, of Victoria,
Hongkong, Merchant, has, on the 17th
day of August, 1906, applied for the Regis-
tration in Hongkong, in the Register of Trade
Marks, of the following Trade Marks:—

The Representations of:—
1. A Chinese paddle boat under way.
2. A Magpie perched on the branch of a
tree.
3. A Peacock standing on the ground with
its tail and wings in a perpendicular
position.

In the name of W. R. LOXLEY AND COM-
PANY, who claim to be the sole proprietors
thereof.

The Trade Marks are intended to be used by
the applicant, forthwith, in respect of the fol-
lowing goods:—

1. Woollen worsted and hair goods in
Class 35.
2. Articles of clothing in Class 38.
3. Oils in Class 4.

Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of Hong-
kong.

Dated the 10th day of October, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

[994]

NIGHT FLOWERS.

They hide their hearts by day,
Strange plants of ashen hue,
About the garden's way,
Unlovely to the view:

At dusk to yield them up,
Pouring their fragrance all,
As from dew-flecked cup,
On the still eve to fall:

Breathing such sweetness fine,
Like some libation poured
Upon an altar, wine,
Unto the altar's lord.

Hushed in the garden's gloom
This earth a temple lies,
With incense-breathing bloom,
Beneath the glimmering skies.

—Pall Mall Gazette.

JAPANESE IN SAN FRANCISCO.

THE SCHOOLS QUESTION.

San Francisco papers to hand yesterday
confirm the Reuter telegram stating that the
Oriental children in San Francisco have not
been excluded from the public schools, but
merely separated from the children of white
parents. The San Francisco Chronicle (which,
by the way, has always taken a pronounced
anti-Japanese stand) of October 12 says:—

"Under a provision of the State statutes all
of the school children of the Asiatic races are to
be compelled after next Monday to attend the
Oriental school at Powell and Clay Streets."

"This action was taken yesterday by the
Board of Education, and the particular reason
assigned was that these pupils could be better
instructed if they were housed by themselves."

"The members of the Board had no explana-
tion to make concerning the ruling except that
they believed it was for the best interest of the
schools that such a policy should be pursued.
At the present time, or, rather, before the
catastrophe, there were nearly 2,500 Oriental
school children in San Francisco."

"These were distributed among the several
schools of the city, although the major portion
of children of these races through choice and
for the sake of convenience attended the school
at Clay and Powell Streets. This school, as
reconstructed, will not contain more than 400
pupils, and when the order of the Board is
carried into effect it is probable that there will
be a congestion of students. It is also possible
that the confusion which will naturally ensue
will arouse opposition from the Consuls of the
Japanese, Korean and Chinese Governments,
and questions may arise which will call for an
inquiry by the Department of State."

The same journal reports a meeting of fruit-
growers at Saratoga, addressed by Mr. E. A.
Hayes, member of Congress. At the conclusion
of his address Mr. Hayes asked for questions
"exclusion." The farmers at Saratoga took the
stand that to exclude the Japanese would be
equivalent to pauperising them.

Mr. Hayes related that plenty of white
labour would come there if the farmers signi-
fied their desire to employ them. He said that,
with all the influx of Japanese, the position of
the farmers had not improved. Not many
years ago, when there were fewer Japanese in the
country, they picked prunes for \$1.50 a day,
and now they were paying \$1.50. Mr. Hayes
insisted that to throw down the bars to the
Japanese would mean a tremendous rush to the
Pacific Coast, and that eventually the
Orientals would dominate commerce and wipe
out civilisation.

Mr. Hayes arguments were firmly combated
by the orchardists, some of whom claimed that
if they employed white labour there would
soon be a prune pickers' union.

A Tokyo dispatch states that the anti-Japan-
ese feeling which has broken out on the Pacific
coast of America, has aroused anxiety in Eng-
land. According to the general feeling in
England, as echoed in the Press, it appears
that the British public is beginning to doubt
whether it was not a mistake for Great Britain
to enter upon an alliance with Japan. The
dispute has apparently revived in some quar-
ters the "yellow peril" cry. The "Press"
referred to is probably the Daily Mail and
papers of that ilk.

A San Francisco message to the Asahi states
that the President of the California University
is collecting data for authority in support of
the exclusion of the Japanese children from
the schools. The exclusion of the Japanese
children was projected before the earthquake,
but its execution has been deferred for want of
funds. A proposal is on foot to extend the
Oriental school to admit 93 Japanese and 3
Korean children.

The Japanese filed a further petition on the
29th for an action against the exclusion of
their children.

President Roosevelt received at the White
House on the 29th Ensign Kitagaki of the
Japanese Navy, who resigned from the Annapolis
Naval College.

A London telegram to the Asahi states that
in a leading article on the anti-Japanese move-
ment in America, the Times strongly criticises
the movement as unreasonable prejudice, and
declares that the U.S. Government is entitled
to compel the Californians to observe the
Treaty between Japan and the United States.

The Journalists' Club in Tokyo adopted the
following resolution on Tuesday:—"The Anti-
Japanese movement in America is the means
of ignoring the Treaty between Japan and the
United States, and is an insult to the prestige
of Japan."

The meeting agreed to do its utmost to arouse
public opinion in Japan, and encourage and
stimulate the authorities, in order that the ques-
tion may be solved from its root."

The meeting agreed to issue a manifesto,
and appointed two members to draw it up.
They have, however, agreed to observe all mo-
deration and consideration in the movement.

Japan Chronicle.

Intimation.

THE BRIGHT SIDE.

of life. It is a feeling common to the majority,
of us that we do not get quite the amount of
happiness we are entitled to. Among the count-
less things which tend to make us more or less
miserable ill health takes first place. Hannah
More said that sin was generally to be attri-
buted to biliousness. No doubt a crippled
liver with the resulting impure blood, is the
cause of more mental gloom than any other
single thing. And who can reckon up the
fearful aggregate of pain, loss and fear
arising from the many ailments and diseases
which are familiar to mankind; like a vast
cloud it hangs over a multitude no one
can number. You can see these people every-
where. For them life can scarcely be said to
have any "bright side" at all. Hence the
earnestness with which they search for relief and
cure. Remedies like

WAMPOL'S PREPARATION

have not attained their high position in the
confidence of the people by bald assertions
and boasting advertisements. They are
obliged to win it by doing actually what is
claimed for them. That this remedy deserves
its reputation is conceded. It is palatable as
honey and contains the nutritive and curative
properties of Pure Cod Liver Oil, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry.
Nothing has such a record of success in Scrophu-
lous, Anemia, Throat and Lung Troubles, and
emaciating complaints and disorders, that tend
to undermine the foundations of strength and
vigour. Its use helps to show life's brighter
side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S.,
Edinburgh, L. R. C. P., London, Physician
Women's Hospital—Professor University of
Bishops College, Canada, says: "I have much
pleasure in stating that I have used it in cases
of debility, and have found it to be a very
valuable remedy, as well as pleasing to take."
You can like it with the assurance of getting
well. It never disappoints. Sold by all
chemists.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the
12th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
action to remove their Goods from alongside,
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 9th November, 1906.

[1081]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 13th of November, 1906,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 13th of November, 1906, at
9.30 A.M.

All Claims must reach us before the 19th of
November, 1906, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 7th November, 1906.

[2]

THE H. A. L. Steamship

"RHENANIA"

Captain von Hoff, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 5th November, 1906.

[1066]

Intimations.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per
Share free of tax for account of year
ending 18th February, 1906, has been declared
by the Directors of the above Company.
COUPON No. 7 is payable on 2nd November
at the Chartered Bank of India, Australia and
China, and the Russo-Chinese Bank at Tientsin
and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 31st October, 1906. [1058]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,

Secretary.

Hongkong, 6th July, 1906. [709]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE.

NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906. [34]

NOTICE.

"THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the order is accompanied by a remittance.

An omission will be made for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

At the St. John's Cathedral, Hongkong, on the 10th November, 1906, ELIZABETH, daughter of the late A. E. Abraham, Esq., Hongkong, to WILLIAM GIBSON, youngest son of the late Gilbert Gibson, Esq., of Hamilton, Lanarkshire, Scotland. [1086]

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 10, 1906.

JAPAN'S TRADE ON THE PACIFIC.

In view of the rapid strides which Japan is making in all directions and her avowed intention to control the shipping of the Pacific, it is interesting to read the remarks of Mr. H. B. Miller who, until lately, was the American Consul-General at Yokohama. Mr. Miller stated that in a perfectly legitimate way Japan will surely corner the commerce of the Pacific ocean. "In after years the American people will see what Japan has accomplished in controlling the Pacific trade and wonder how it happened. It is natural that Japan, with its cheap labour, ability to build good vessels and furnish them with good navigators and sailors, and aided by Government subsidies for building and for the maintenance of steamship lines, should capture this trade. The English are the chief sufferers through Japan's policy. Of course, it is also a menace to the commerce of this country on the Pacific, but what can the United States hope to do against a country which encourages the merchant marine by cash bonuses for building and operating, and whose royal family owns stock in all of the steamship lines so that the Government and the operators work together?" The Consul-General went on to say that at the present time the Japanese have branch lines to nearly every

port in the world, and their schedules are as regular as clockwork. He proceeded to give sound advice to his countrymen regarding the steps that should be adopted to retain their position as a shipping power on the great waterway of the East and said: "What the United States should do is to look out for its commercial interests in Japan. It is of especial interest to the Pacific coast to urge this. The Oriental trade means much to this coast, and conditions in the Far East should be watched. I am not criticising existing conditions but with the force the United States Government allows us now we are unable to cope with commercial problems in addition to the diplomatic work. What is needed is a commercial attaché at Yokohama and one at Shanghai. Other governments have such attachés to their Eastern legations. The business of these men is to watch trade conditions and keep their countries thoroughly informed as to what is going in these lines." Great Britain has long recognised the importance of having commercial attachés at the principal foreign ports of the Far East, and it was only recently that Sir John Jordan, the British Minister to China, decreed that the commercial attaché should spend six months every year at Shanghai. But no matter what is done, it will be impossible to restrain Japan in her fight for the supremacy of the Pacific. She has the money, the credit, and the capacity to carry out her schemes and all commercial dealings are sedulously encouraged and financially supported by the Government. No doubt the English have been the chief sufferers, so far as the result of Japan's energy, but America's time will come and that within the next few years. Fortunately, the fact that Japan is a serious competitor is already recognised so that a defensive policy may be adopted by those interested in the shipping of the United States.

THE CANTON LEPEERS.

In our last evening's issue we published an appeal from the Rev. Gen. H. McNeur, on behalf of the lepers of Canton. The work of taking care of the lepers is no mean or irresponsible task, but it is cheerfully performed by that gentleman, with his willing workers. This class of people is quite unable to work for a living, and thus most naturally infest the streets as mendicants, their sole means of support being the charity doled out to them by those who have made it their life-work to go into the lanes and slums to find and help these poor folk who are unable to help themselves. As the Rev. Mr. McNeur says in his appeal, "ill-mannered, outcasts from society, poor and ill-clothed, surely they appeal to all who have in them the 'milk of human kindness.' Even in the kinder warmth of summer their suffering are keen, and yet very many die for lack of the necessary sustenance to hold body and soul together. But now that the wind blows chill from the direction of the White Cloud Hills and the better-off Chinese appear in their cotton-wadded garments, the state of the poor lepers is wretched and pitiable in the extreme." During last year Dr. Beattie did much to relieve the terrible sufferings and misery, and brighten the almost unbearably lot of these unfortunate, by means of a general distribution amongst them of rice and clothing, and such other necessities as the individual cases called for. But this work was not done without the generous co-operation of sympathizers both in Hongkong and Canton, and when it is learned that during last year over 600 lepers were fed and clothed, the urgent necessity for the continuance of that co-operation, by furnishing funds for the work, is at once made clear. The work is a very good one and deserves all that the charitable can do, to enable the workers to continue it, as on their charity depends the life or death of these most miserable of earth's creatures.

LOCAL AND GENERAL.

The following telegram was received at the U.S. Consulate-General yesterday:—"Manila Observatory, 9th November, 11 a.m. 'The cyclone reported from Yap on the 6th lies at present E. of N. Luzon, moving N.W.'"

To-morrow, Sunday, the 11th inst., being the birthday of His Majesty King Victor Emmanuel of Italy, Mr. de Stentimay de Darvasio, Consul for Austria-Hungary, and at present acting as Consul-General for Italy, will be "at home" at the Austro-Hungarian consulate, from 11 a.m. to 1 p.m.

Police-constable Berrie, of the Water Police Station, proceeded against two fishing junk men before Mr. F. A. Hazeland, at the Police Court this morning, for dredging in the man-of-war anchorage. The defendants were seen dredging near H.M.S. *Monmouth* this morning. They were fined \$5 each.

In honour of His Majesty King Edward VII's birthday, Mr. H. Haynes, manager of the Hongkong Hotel, made it the occasion of a double event: the celebration of the day and the opening of the private bar, which has just been completed, and which opens on to Pedder Street. Bumpers were quaffed in loyal style to His Majesty, and afterwards the crowd of guests toasted "Success to Hongkong Hotel and its manager."

DEATH OF MR. W. E. CRAIG.

CORONER'S INQUIRY.

At the Magistrate's Court, this forenoon, Mr. F. A. Hazeland presiding as Coroner, an inquiry was held into the circumstances touching the death of William Eric Craig, thirty years of age, whose death occurred on the 5th instant, at his residence, "Westley," Babington Path, under circumstances pointing to suicide.

The following jury was empanelled:—Messrs. W. Evans, F. Austin and P. Buckle.

Dr. C. M. Heanley, medical officer in charge of public mortuaries, declared that on the 6th instant he examined the body of the deceased. Death in his opinion was due to hemorrhage of the carotid artery, the result of a wound in the throat. A razor could have caused the wound, which resulted in deceased's death.

Dr. Charles Forsyth, medical practitioner, said he knew the deceased. He was agent for the New Zealand Insurance Company. Witness knew the deceased since he came to the Colony—nearly three years ago. Until the day of his death witness never knew deceased to be sick. On the 4th deceased went to witness's office shortly before mid-day. Witness thought he was suffering from depression then. He had no other symptoms, but said he was feeling a bit down and wanted something to buck himself up, so that he could get himself together to get married the following day. Witness gave him a simple medicine to make him sleep. Deceased at the time did not tell witness that he was suffering from influenza. Witness was summoned the following day and on going to deceased's house found him dead, with a wound on his throat, which could have been caused by a razor.

Miss Elizabeth Williams said she was a native of Christchurch, New Zealand, and knew the deceased for twelve or thirteen years. She was engaged to be married to him about three years ago. Witness corresponded with deceased until her arrival in the Colony a week ago, per s.s. *Eastern*. Deceased went to meet her on board and took her to Mr. Holyoak's house. He dined at the house that night and left afterwards. That night, she continued, arrangements were made for the wedding, which was to take place on the 7th. On that day deceased did not complain of his health. About 11 a.m. the following day (Sunday) deceased called again at 9 a.m. and remained until about 9 p.m. that night. Then deceased complained of suffering from influenza. About noon on Monday, 5th instant, deceased went to see her again, and remained for fifteen minutes. It was then he complained of feeling pretty bad. He also said he was unable to attend to his duties that morning. After fifteen minutes he went up to his bedroom. Witness remained with him there until 4.30, deceased only complaining that he was not feeling well. At 4.30 witness left him. Deceased appeared to be worried then. She went down to tea. Half an hour later witness returned to the bedroom, but deceased was not there. She went to the bedroom, the door and found deceased lying on the floor dead.

Sergeant A. Gordon, of No. 7 Police Station, said about 6 p.m. on the 5th instant he was called to "Westley." Witness went to the bathroom and saw the deceased on the floor with his throat cut, and close to his right hand witness found a razor.

E. A. Aucott, assistant, Jardine, Matheson and Company, said he knew deceased for about three years, he being a friend of witness. Witness was going to be his best man at the wedding. The day his *fiancee* arrived deceased went to live with witness. On the previous Thursday when witness saw deceased he said that he thought he had influenza. On Saturday deceased also complained, saying he was getting pretty bad. On Sunday, 4th instant, at breakfast deceased again complained of being unwell, and said he was going to see Dr. Steadman. He returned from the doctor and informed witness that he had a prescription, and said that the doctor said there was nothing wrong. Witness did not remember telling Sergeant Gordon that deceased had told witness that he was suffering from fish poisoning. Shortly afterwards deceased left for "Westley." He returned about ten o'clock that night to the house and complained of feeling pretty ill, and ordered the "boy" to get him a hot bath. Deceased as a rule did not have hot baths. On the Monday morning deceased said he never felt so bad all his life. They came to town together, parking in Ice House Street, deceased promising to call at witness's office to see him regarding the wedding. Witness never saw deceased again.

P. T. Holyoak, assistant, Reiss and Company, said deceased was formerly in the same establishment as himself. He knew deceased ever since he came to the Colony—three years—and resided with him. About a fortnight before his death deceased complained to witness that he was suffering from headaches and feverish feelings and thought he had dengue. The day before his death deceased said he had been to see the doctor and said he felt worse. On Monday morning witness saw deceased in office about 9.15, and he complained of having passed a bad night. At eleven o'clock deceased told witness that he could not do any work—could not sign his name—and witness told him to go and see the firm's doctor—Dr. Forsyth. About half an hour later witness again saw deceased, who said that the doctor did not exactly know what he had, but thought his liver was affected. After fifteen minutes, witness did not see deceased again alive.

The Coroner addressed the jury shortly, after which the jury returned a verdict of death by suicide during a fit of temporary insanity.

André Weinberg, who was not long ago before the Court on a charge of assault, made his second appearance before Mr. C. A. D. Melbourne, this morning, on a similar charge. The complainant was Charles Ide, it is reported that the two men had a dispute as to who was the best looking man in the Sailors' Home. Ide said defendant was not and he was punched. Weinberg was fined \$5.

THE KING'S BIRTHDAY.

CELEBRATIONS IN CANTON.

[From Our Special Correspondent.]

Shameen, 9th November.

To-day being the anniversary of the birth of His Most Gracious Majesty King Edward VII., the British community of Canton, true to their traditions, are celebrating the occasion on a right loyal manner. An express has been circulated to-day in which it is stated that the British Community of Canton request the pleasure of the company of all members of the Non-British Community at the celebration of the above. The programme includes athletic sports on the Recreation Ground, commencing at 2.30 p.m.; fireworks at 7.00 p.m., and a Variety Concert in the Canton Club Theatre commencing at 9.30 p.m.

Following is the programme of sports, the officials being:—

Judges.—C. J. Lafrenz and H. Bent.
Starter.—E. H. de Ste Croix.
Stewards.—C. C. Walcott, T. D. Monthead, A. V. Hogg, E. G. Jamieson, E. A. Stanton and S. Shelley.

1.—FLAT RACE, 100 yards. Two prizes.

W. G. Saunders S. F. Ricketts H. Hicks
R. C. Cornie D. M. Barry A. Daniel
F. Herb G. S. Thorne Barnes
A. Baer C. C. Walcott E. P. Moss

6 men *Argus*. 8 men *H.M.S. Clia*.

2.—FLAT RACE, 3 times round the Ground.

Two prizes.

W. G. Saunders A. Baer R. O. Hutchison

V. Bowden S. F. Ricketts D. M. Barry

F. Herb T. H. King G. S. Thorne

6 men *Argus*. 4 men *H.M.S. Clia*.

3.—HIGH JUMP. Three jumps. Two Prizes.

R. D. Mansfield D. M. Barry Hicks

P. S. Moss T. H. King Barnes

A. Baer G. S. Thorne E. P. Moss

S. F. Ricketts C. C. Walcott

4 men *Argus*. 2 men *H.M.S. Clia*.

3.—PILLOW FIGHTING. For Sailors only.

Three from each ship.—Entries on Ground.

One Prize.

7 men *H.M.S. Robin*, 3 men *U.S.S. Concord*.7 men *H.M.S. Clia*.

Note.—Whilst the 3rd and 4th Events are in progress, two Children's Races will be run.

One for Boys and one for Girls, 50 yards. Two Prizes for each.

5.—HURDLE RACE. Residents and Officers.

Twice over the Hurdles. Two Prizes.

W. G. Saunders S. F. Ricketts T. H. King

R. C. Cornie D. M. Barry L. V. Boots

A. Baer R. O. Hutchison E. P. Moss

6.—THREADING THE NEEDLE. Ladies'.

Nomination Race. Entries on Ground.

Gentlemen run 50 yards to their non-natal ladies, who hand them needles to thread.

The Ladies take the threaded needles and race back to the starting point.

Prizes to men and ladies.

7.—ANIMAL RACE. 75 Yards. Handicap.

One Prize.

Animals to be driven on a string. Any coming in at any way will be disqualified.

Dogs excluded.

Miss Mansfield Cat 10 yds.

R. D. Mansfield Monkey 25 "

S. Shelley Cockatoo 60 "

W. G. Saunders Pig 20 "

E. G. Jamieson Cat 30 "

V. Bowden Fowl 45 "

H. G. Gerin Frog 65 "

L. H. Gilman Goose 50 "

H. Bent Turkey Scratch.

R. C. Cornie Rabbit 35 yds.

P. S. Moss Parrot 60 "

G. Hoppeler Chamolix 10 "

R. O. Hutchison Sheep 35 "

T. H. King Partridge 45 "

D. M. Barry Rabbit 35 "

C. C. Walcott Muskerdy Drake 50 "

J. Mottram Rat 40 "

Hicks Cat 30 "

8.—WHEELBARROW RACE. Residents and Officers.

35 yards and return in inverse order.—Prizes to 1st Couple.

R. D. Mansfield G. S. Thorne J. Mottram

W. G. Saunders S. F. Ricketts L. V. Boots

R. C. Cornie R. O. Hutchison

E. G. Jamieson T. H. King

F. Herb C. C. Walcott

V. Bowden C. C. Clark-Hall

9.—SACK RACE, 60 yards. For Sailors only.

—Entries on Ground. Two Prizes, \$10 and \$5.

4 men *U.S.S. Concord* 7 men *Argus*5 men *H.M.S. Clia* 4 men *H.M.S. Robin*

10.—EGG AND SPOON RACE, 50 yards. Ladies only. Entries on Ground. Two Prizes.

11.—TUG-OF-WAR. Teams of Eight. Prizes for winning Team.

Teams: 1. M. S. *Robin*, H. M. S. *Clia*.H. M. S. *Clia*, B. *Argus*, U. S. S. *Concord*.

German Residents, British Residents.

GOD SAVE THE KING.

The programme of entertainment to be given at the Canton Club theatre in the evening is as follows:—

1.—Pianoforte Duet Mrs. Hogg & Mrs. De

2.—Song "Up hopped Johnnie with his

Camen" Mrs. J. Morgan

3.—Spanish Dance Mrs. J. Morgan

4.—Tambourine Dance Mrs. Walker

5.—Song "The Veteran's Song" (Stephen

Adam) Mr. De Ste. Croix

6.—Wrestling Mr. De Ste. Croix

7.—Quartette "Blow, soft wind" (T. Facer)

Mrs. Lafrenz and Mrs. de Ste. Croix.

Messrs. de Ste. Croix, Gilman and Lafrenz.

(INTERVAL OF 10 MINUTES.)

II.

1.—Pianoforte Solo Mr. Lay

2.—Weight-Lifting Extraordinary

3.—Duet "Boy and Girl" from "A Country

Girl" Miss Armitage & Mr. Gilman

4.—Spanish Dance Mrs. Walker

5.—Song "Queen of the Earth" Mr. C. Lord

6.—Haltalaika Solo "Valse" Mr. J. Steinberg

7.—Cutlass Drill Men of H.M.S. *Clia*

GOD SAVE THE KING.

A word of commendation must be said for the printers of the two dainty programmes which are got up in artistic style, quite equal to any and superior to most of the work of the kind I have seen produced in Hongkong. The local firm of printers, Messrs. Noronha, Fernandes and Co., are responsible for the programme.

THE CANTON FIRE.

A LISA-TROUS CONFLAGRATION.

SHAMEN THREATENED.

FOREIGN BLUEJACKETS LANDED.

[From Our Special Correspondent.]

Shameen, Nov. 9th, 1906.

After despatching you the two telegrams, yesterday I was unable to ascertain the real cause of the fire and put off sending you a written report until now.

ORIGIN OF THE OUTBREAK.

The fire originated in a small shop on the Canal Road, Shakes, opposite Shameen, facing Shewan, Tones & Co.'s godowns, at the back of their offices. The fire is reported to have been caused by a Chinaman accidentally throwing a lighted match, when smoking, on a pile of paper near an open tin of kerosene. In less than ten minutes the whole building was ablaze and, as a strong wind was blowing at the time in to the Shameen side, sparks, &c., were blown across to the Island. Matters looked somewhat serious for a time for the buildings on the Settlement. Fanned by a strong breeze which was blowing at the time of the outbreak of the fire, it was soon out of control. The condition became aggravated by the scarcity of the water supply which greatly hampered the work of the Fire Brigade. The windows of Messrs. Shewan, Tones & Co.'s godowns, at Shameen were ignited by a burning spark blown across, but the men soon had them pulled down and saved the godown from catching fire.

HUNDREDS OF HOUSES BURN'T.

The fire from the Canal Road where it started continued burning inwards and within an hour's time all the Chinese houses of ill-fame, numbering about 100, and all the Chinese restaurants about 15 (all new and three-storied buildings nicely furnished and capable of accommodating a large number of people) were completely gutted. One of the walls of the burnt houses gave way, and crushed 3 men to death. Numerous streets, cross alleys, &c., were blocked by the debris.

The number of houses destroyed cannot yet be definitely ascertained, though some reports state it at over five hundred and others say that it is over 100. One thing is certain, the area burnt is very large and is known by the Chinese name of *Yah Chau Tong* or 'an Tin Tee.

ESTIMATE OF DAMAGE.

Three weeks ago the fire destroyed all the buildings next to yesterday's fire, leaving only one foreign provision store immediately opposite the British Concession Bridge, which again miraculously escaped destruction this time. The last fire destroyed Hing Kee's premises and shop, Mutual Stores, and many others, stopping just next to Watson's Chinese Department. In the present fire some Chinese rice shops, alien shops, etc., facing Shameen were burnt down. As some of the Chinese restaurants are estimated to have cost over \$4000, the estimated loss to property, including contents in shops, cargoes, etc., must certainly be nearly one million dollars. It should cost that much, if not more, to rebuild at the present scale of charges.

A few sampans and cargo-boats were also burnt through being unable to get out of the canal on account of low water.

BLUEJACKETS TO THE RESCUE.

British, French, and American bluejackets were landed in Shameen, and did good work on the Shameen side. Shameen at one time was in danger, and the American bluejackets were asked to pull down a wooden shed built on the bridge in the British Concession for fear of catching fire. Though the Shameen Fire Brigades were also working hard little could be done to check the rapidity of the fire.

The fire started at about 3.30 p.m. and was burning furiously up to 8.30 when it abated.

The insurance offices are no doubt sufferers to a great extent. A very big crowd of residents witnessed the conflagration on the Shameen side of the canal.

ANOTHER ACCOUNT.

[From Our Own Correspondent.]

Canton, 9th November.

A fire occurred yesterday at 3.30 p.m. near the western bridge of the Shameen, on the 'bake', and proved to be of formidable dimensions. The fire lasted until about nine o'clock in the evening. The flames, fanned by the high wind blowing at the time, spread rapidly. For a time the Shameen was threatened and the Shameen Municipal Fire Brigade turned out with their hose reel and engine, thus arresting the course of the flame eastward. At length the breeze changed and the fire spread in another direction. Several sampans and cargo boats in the Canal were destroyed, being unable to escape in time, owing to the rapidity of the flames. Fronting the Shakes alone, some thirty odd buildings were completely gutted. The fire continued to burn inwards from the Canal and destroyed most of the brothels, restaurants, shops, etc., at Sun-tin-ti. Continuing on its course of destruction the flame spread to Shung Chun Tong, where the leading restaurants of Canton are, and destroyed these and a large number of shops in a very short time. It is reported that some ten persons have lost their lives in a pawnshop in the vicinity, which was gutted. These unfortunate were viewing the conflagration from the high roof of the pawnshop and did not notice the approach of the flame until the very building under their feet was in flames.

It is estimated that from 150 to 200 buildings have been burnt down. The fire originated at Sai Tai, a foreign goods and grocery establishment in Shakes Street West. Those buildings fronting the Shakes, which were destroyed, have only been rebuilt lately after the outbreak of fire at the end of February of the present year.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIA BOUNDARY COMMISSIONERS.

THE FIRST MEETING.

[From Our Own Correspondent.]

Shanghai, 9th November,
3.5 p.m.

The Manchuria Boundary Commissioners held their first meeting at Niuchiatun on Thursday.

One of the principal questions under consideration was the site of the railway station at Changchun, which is the connecting link between the Russian and Japanese railways.

It is proposed to establish a custom house there in the near future.

* Received too late for publication yesterday.

WEIHAWEI GOLD.

PROPOSED INCREASE OF CAPITAL.

[From Our Own Correspondent.]

Shanghai, 9th November,

3.5 p.m.

An informal meeting was held yesterday to consider the position of the Weihaiwei Gold Mining Company, Ltd.

TELEGRAMS.

(Ruter's.)

The Will of the Late Mr. E. R. Bellios.

LONDON, 8th November.

In the will of the late Mr. E. R. Bellios, the property in Hongkong was proved, at £275,034, of which £250,000, falling issue of his son, is bequeathed to found a free Jewish College in Calcutta.

The New York Elections.

The Lieutenant-Governor, and all the State officials of New York are Democrats, and the Democrats have also won many seats in the State Senate Assembly, and in Congress.

The election is regarded as a personal defeat of Mr. Hearst, but a victory for his cause, and as bound to strengthen President Roosevelt's anti-trust campaign.

All the ten judges elected are nominees of the Tammany ring, which has obtained a fresh lease of life.

CANTON DAY BY DAY.

CANTON WATER WORKS.

(From Our Own Correspondent.)

Canton, 9th November.

Yesterday a telegram was received at the Viceroy's yamen from Li Ping Shi, weiyuan of the Kiangnan Arsenal, stating that the works have shipped via Shanghai, for the Canton Water Works, 600 tons of iron water pipes, and requesting the local authorities to apply to the Shanghai Canton authorities for a "huchau" (pass) covering the said goods. Yesterday afternoon the local authorities telegraphed to Shanghai applying for the issue of a "huchau."

THE CRÉDENT WORKS.

In my last report I stated that the Prefect of Kwongchow, Chan Mong Chung, is likely to be selected to fill the vacancy in the directorate of the Government Cement Works, but it has now been ascertained that the Viceroy has ordered the Provincial Treasurer to take over the directorship and control of the works, with the assistance of Prefect Chan as sub-director. In his despatch to the Provincial Treasurer, H.E. the Viceroy exhorted the former official to forward the movement of opening up new industrial establishments under the control of the Government and the people, as it will be to the great benefit of the country.

INDIAN MONEY-LENDERS.

We notice that *Tiuth* has been put in possession of a few facts in connection with the rapaciousness of the Indian shark, the money-lender, and in an article in its columns recently that journal says:—"Not only do these extortioners often exact rates of interest which make those of our bloodsuckers look comparatively moderate, but they practise with impunity far more outrageous methods of cheating and oppressing unfortunate borrowers. In a recent number of the *Advocate of India* a writer urges that a Money-lenders' Act should be passed in India. This seems to be very desirable, though it is to be hoped that care will be taken to produce a measure free from the flaws which have so seriously hampered the usefulness of the English Act. Meanwhile it would seem from the statements of my informant and the reports in the local papers that the judges might under the existing law do a great deal more than is done to pare the claws of the Indian usurers." We think so, too, and it is the passing of judgments with interest in sixty per cent, as was done by Mr. Justice Scott the other day, that will eventually bring about much needed reform in this respect. It is for the courts to encourage or deprecate extortionate interest, and failing the latter course being adopted, the public are entitled to demand that a bill to protect debtors from the unconscionable demands of the grabbing money-lender should be a deed to the legislative machinery of the country.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 10th at 11.50 a.m.—The barometer has fallen a little over the Philipines, and risen slightly to moderately over the China Coast, Formosa and Japan.

The depression still lies over the Pacific to the N.E. of Luzon. It appears to be almost stationary.

Pressure remains high over N. China and gradients continue rather steep in the South. Strong N. and N.E. winds to gales will continue to prevail in the Formosa Channel and the N. part of the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, moderate to fair.
- 2.—Formosa Channel, N.E. gale.
- 3.—South coast of China between Hongkong and Lamook, N.E. winds, strong.
- 4.—South coast of China between Hongkong and Hainan, N. winds, fresh.

This Manila *Cablenews*, of 6th inst., says:—Captain Campbell of the *Victorious* has decided to discharge her cargo of sugar and will go on the marine slip at Cavite to have her propeller repaired. Permission was secured from Surveyor McCaskey yesterday to discharge the cargo. The cargo will be transferred to the freighter *Woodford*, which is now discharging coal, about November 13, as the *Woodford* is scheduled to sail direct to Yokohama where the cargo of the *Victorious* is consigned.

STABBING AFFRAY AT HARBOUR OFFICE.

TWO MEN WOUNDED.

Two boatmen, employed by the Harbour Department, were stabbed—one seriously—by an unknown Chinaman in the Harbour Office this morning. One of the boatmen is so seriously injured that he is not expected to live.

Whether the man who ran amok is mad or not we do not know as medical evidence is not yet to hand, but it is believed that the cause of the stabbing was due to a grudge that existed between the Chinaman and a Portuguese employed in the department.

About ten o'clock this morning, Mr. A. C. Botelho, a clerk of the Harbour Office, was engaged in shipping a number of emigrants to Singapore. The emigrants were in a room in the ground floor of the building, and the usual routine work attached to shipping emigrants was nearly over, when suddenly a Chinaman, who had not yet been examined, rushed from his place and seized Mr. Botelho by the throat, at the same time drawing a large knife, which he had concealed on his person.

"He must have slipped just then," said an eye-witness to the affair, in relating the particulars to a *Hongkong Telegraph* reporter, "for Mr. Botelho, who is no young man, pushed him off and the man fell, releasing his grip on Mr. Botelho's throat."

Two boatmen, who were standing near by, sprung on the infuriated Chinaman as he was getting up again to make for Mr. Botelho, and a scuffle followed, during which both boatmen were stabbed, it was said, in the right breast. Finding that he had squelched the fighting ardour of his two assailants and that Mr. Botelho had cleared the Chinaman made a rush to get out of the building. At the door he was met by a third boatman, who tried to stop him, but the Chinaman got out, and running in the direction of the stone pier in front of the office, jumped into the sea.

By this time the news had spread through the departments and excitement prevailed.

The sampan people did all they could to drag the man out of the water, but the Chinaman fought and got free on every occasion. Finally, P.C. 656, who is stationed in the Harbour Office, came on the scene and, it is stated, jumping into the harbour got the Chinaman ashore and removed him to the Central Police Station, where he was locked up. The knife, with which he stabbed the two men, was not recovered.

The two boatmen were sent to the Government Civil Hospital.

The Chinaman, we are informed, had no intention of being shipped as an emigrant to Singapore, but had sneaked in among a group of emigrants in order to be able to get even with his enemy.

Later, 3.45 p.m.

On inquiries being made at the Hospital this afternoon, we were informed that the two boatmen were doing well.

SUSPECTED SUICIDE.

WELL-KNOWN TAILOR DIES.

Mr. R. Houghton, who for a good number of years carried on a tailoring business in Queen's Road Central, died at his residence, College Chambers, yesterday, under circumstances pointing to suicide.

Mr. Houghton, who, we are informed, was not in the best of health lately, remained at home the whole of Thursday. At ten o'clock yesterday morning his "boy," hearing no noise in his room opened the door and went in and found his master dead. The police were called in and the body removed to the mortuary, where it was examined. Death, we are given to understand, was due to poisoning. Financial difficulty, it is said, was the cause of Mr. Houghton taking his life.

COAL IN CHINA.

A RICH MINE DISCOVERED.

(From a Correspondent.)

Canton, 9th November.

Taotai Woo Kwok Kim, a resident of the Straits Settlements, has sent a despatch to H.E. Viceroy Shum, in which he states that in the Lo Kwong Hill, in the Pun Yu district, there is a very rich coal mine. It was opened some years ago by a merchant named Lun Yin Kwong, but on account of insufficient capital amongst the members of the syndicate formed by Lun Yin Kwong the mine could not be worked, and later it was attached by the authorities. Taotai Woo therefore asked H.E. Shum to have the mine released and reopened and appoint him to be superintendent of the working of it. H.E. Shum, on receiving this despatch, ordered the Board of Re-organization to investigate the matter thoroughly, and upon receiving that Board's report, granted Taotai Woo the concession asked for.

FOOTBALL.

On 7th inst. Roza's team (E) met Victor's team (D) and the former won by 2 goals to nil. Ribeiro's team (A) met Barros's team (B) on the 9th inst. and "A" team won by 2 goals to nil.

The score now stands:—

	P	W	L	D	F	A	Points
Ribeiro's team (A)...	1	0	0	2	0	2	
Roza's team (B)...	1	1	0	2	0	2	
Victor's team (D)...	1	0	1	0	2	0	
Barros's team (B)...	1	0	1	0	2	0	
Britto's team (C)...	0	0	0	0	0	0	

Herr and Madame Marquardt, who gave a concert in Shumee Club on Wednesday night, have returned and will appear in this city for the last time in Hongkong Hotel drawing room on Monday, November 12th. The programme, in which Mrs. Newborn, soprano, and Mr. Grimble, piano, take part will contain the best numbers of their repertoire and a few requests, dear to those who heard them before. Tickets at \$1 in Hongkong Hotel and at Robison's Music Store.

FIRE IN HOLLYWOOD ROAD.

TWO PERSONS KILLED.

At about noon to-day a fire broke out on the first floor of No. 35, Hollywood Road and did considerable damage. The first indication of a fire was seen by two policemen on that beat, who gave an alarm by sounding their whistles. Sanitary Inspector Fisher, who heard the noise, rushed out from the District Sanitary Office and seeing what was happening reported the matter to the inspector in charge at the Central Police Station. By the time the brigade got on the scene a large crowd who were attracted by the dense smoke were on the spot, and the police had no end of trouble clearing the mob from surging too near the burning building. The fire spread rapidly, starting at house No. 35 the flames spread to the two adjoining buildings, Nos. 33 and 37 and gradually worked their way to the top of the houses. The ground floors of the three houses were used as shops, and the upper stories as dwelling houses, one of the flats being occupied by a Hebrew family.

The firemen, in charge of Chief Inspector Baker, did not wait long to get to work on their arrival for there was a plentiful supply of water, with a strong pressure. The firefighters, among them several policemen, who were on their way back to their stations, made their way to the top of the building and with the aid of several lengths of hose, which were run up the fire escape, up the staircase, and up to the roof, they then opened an attack on the flames. Another hose from the street was playing into the burning building. At first fear was entertained that with the ferocity with which the fire was raging it would spread to the other houses. In less than ten minutes all the wood-work in houses Nos. 33 and 35 had been burnt and the fire, subdued, but the top floor of No. 37 was still burning fiercely and the smoke that issued from that building could be seen from a distance off. On the top floor verandah the firefighters put up a strong fight. With a hose playing on them from the street the men chopped down the wooden doors, while those on the roof smashed the skylight in order to get their hoses to play direct on the flames which were burning the ceilings and the partitions. By half-past twelve the fire was under control and before one o'clock the fire was extinguished, leaving two houses gutted and the other partly damaged.

During the fire a man and a woman, living in one of the houses—the police do not know which one at present—jumped through the back window of the building in their excitement and landed on their heads on the sidewalk. The police were summoned, but both died before assistance arrived. They were removed to the mortuary. The origin of the fire is unknown. The premises were all insured.

FIRE AT WEST POINT.

Shortly after ten o'clock last night a lighted kerosene oil lamp exploded in a house at No. 481, Queen's Road West and a bed curtain took fire. This was consumed in a moment and the fire spread to the wooden partitions in the room. The inmates did all they possibly could to check the fire, and finding it impossible, they notified the police on the beat, who repaired to the house, and, aided by the inmates the partitions were torn down and the fire extinguished before further damage could be done. The premises were not insured and the damage caused by the fire is put down by the police at \$20.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—National Banks \$47, Hongkong \$1121, China \$95, H.K. C. and M. Steamboats \$27, Dairy Farms \$18, Electric \$15.

Sellers:—Hongkong Banks \$874, Unions \$775, Cantons \$300, Indo-China \$73, China and Manila \$23, Douglas \$40, China Sugars \$145, Raub \$9, Hongkong Docks \$15, Kowloon Harbours \$90, Shanghai and Hongkong Wharves \$15, West Point \$50, Cottons \$13, China Borneo \$10, China Providents \$25, Lee \$136, Ropes \$23, China Light and Power \$10, A. S. Watsons \$124, Powells \$8.

Sales:—Hongkong \$5324, Hongkong, Canton & Macao Steamboats \$27, Shanghai Docks \$15, Hongkong Lands \$103, Cements \$19.

Nominal:—Shell Transports 31, Hongkong \$1021, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	23 1/2
Do. 4 months' sight	23 9/16
France—Bank T.T.	24 1/16
Germany—Bank T.T.	23 1/2
India T.T.	17 1/2
Do. demand	17 1/2
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	14 1/2
Japan—Bank T.T.	112 1/2
Java—Bank T.T.	38 1/2

Buying.

4 months' sight L/C	24 1/2
6 months' sight L/C	24 7/16
30 days' sight San Francisco & New York	56 1/2
4 months' sight do.	57 1/2
30 days' sight Sydney and Melbourne	24 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	23 1/2
Bar Silver	32 1/2
Bank of England rate	6 1/2
Sovereign	8 1/2

We would remind our readers that the Society of St. Vincent de Paul solicits their patronage at the *Al Fresco Fete*, to be held in the compound of the Roman Catholic Cathedral, to-morrow. During the afternoon the public are invited to be present to inspect the goods that are to be offered for sale at night, and from 2 to 5 p.m. Machado's Band will play a selection of lively airs, while the Ladies of the Society will dispense tea and cake. The *fete* itself will be held in the evening from 9 to 11 p.m. and then the presence of the charitable public is earnestly desired. During the progress of the *fete* the popular Band of the West Kowloon, which is itself always an attraction, will render an excellent selection of operatic airs, the programme of which we published in our issue of Wednesday last.

CANTON LEPERS FOND.

We are requested to acknowledge the following subscription to the above Fund:—
Staff of Chinese Imperial Custom at Canton \$147.50

Today's Advertisements.

AL FRESCO FETE
IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL
TO BE HELD IN THE
Compound of the Roman Catholic Cathedral,
TO-MORROW,
11th November, 1906, from 9 P.M. to 11 P.M.
ADMISSION TICKET \$1
Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.
Tea and Cakes will be served during the afternoon.
By kind permission of Lieut.-Col. A. G. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.
Tickets can be obtained at the Roman Catholic Cathedral Compound to-morrow, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete.
Hongkong, 10th November, 1906. [1060]

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the Public generally that LARGE REDUCTIONS have been made in our PRICES to adjust them to the rate of exchange now ruling. These reductions will come into force on the 15th November, 1906, and the Discount of 5% hitherto allowed will cease as from that date.

A. S. WATSON & CO., LTD.

Hongkong, 10th November, 1906. [1085]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY,
the 12th November, 1906, at Noon, at the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, Kowloon,
FOUR ANCHORS AND ONE CABLE.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th November, 1906. [1084]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
WEDNESDAY,
the 14th November, 1906, at 11 A.M., at
Messrs. Butterfield & Swire's Godowns,
West Point,
Marks:
W E (under an inverted triangle) 20 Bales
RAW SILK,
P C (in a circle) 56 Bales RAW SILK,
more or less damaged by Fire and Water
ex S.S. *Hankow*.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th November, 1906. [1091]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"FORMOSA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.
All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.
No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th November, 1906. [4]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer
"KWONG TUNG," 1,138 Tons, W. WALKER.
Leaves Hongkong for Canton on each Sun-
day, Tuesday and Thursday, at 9 every evening.
Leaves Canton for Hongkong on each Mon-
day, Wednesday and Friday, about 5.30 o'clock
every morning.
This Fine New Steamer has unexcelled
Accommodation for First Class Passengers and
is lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant
included).
Mails \$1 each.

The Company's Wharf is situated in front
of the New Western Market, opposite the old
Harbour Office.

YUEN ON S.S. CO., LD.

No. 1, Queen's Road West,

Hongkong, 7th November, 1906. [1075]

Today's Advertisements.

NOTICE.

SUNDAY, the 11th November, being the
Anniversary of the Birthday of His Majesty
VITTORIO EMANUELE III., King of Italy,
Mr. DE ZERNITZKY DE DARVASTO, Acting
Consul for Austria-Hungary, in charge of the
Italian Consulate General, will receive at the
I. and R. Consulate for Austria-Hungary,
Prince's Building, Ice House Street, from
11 A.M. to 1 P.M.
Hongkong, 10th November, 1906. [1083]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messrs.
JOHN MORETON AND COMPANY,
LIMITED, of No. 7, Horseley Fields, Wolver-
hampton, in the County of Stafford, England,
General Hardware Merchants and Manufactur-
ers, have, on the 3rd day of September, 1906,
applied for the Registration in Hongkong,
in the Register of Trade Marks, of the follow-
ing Trade Mark:—
The distinctive device of a Butterfly.

The Trade Mark has been used by the
Applicants since the year 1867 in respect of
Ware of precious metal or imitations thereof,
namely, Aluminium Ware, Argentin Ware,
Brass, Belt Clasp, Britannia Metal Ware,
Bronze Work and Imitation Bronze Work,
Brooches, Buckles, Buttons, Candelsticks,
Electro-plated Cutlery, Drinking Flasks,
Electro-plated Ware, Table Forks, German
Silver Ware, Handles, Jewellery, Ladies,
Nickel Ware, Ornaments, Sheffield plated
goods, Small Ware and Virginian Silver
Ware, all before mentioned goods being
either wholly or partly of metal in Class 14.
A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong, and also at the Office of the Under-
signed.

Dated the 10th day of November, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

[1087]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messrs.
JOHN MORETON AND COMPANY,
LIMITED, of No. 7, Horseley Fields, Wolver-
hampton, in the County of Stafford, England,
General Hardware Merchants and Manufactur-
ers, have, on the 4th day of September, 1906,
applied for the registration in Hongkong,
in the Register of Trade Marks, of the following
Trade Mark:—
The distinctive device of a Butterfly.

The Trade Mark has been used by the ap-
plicants since the year 1869 in respect of Bel-
lows, Wood pulley Blocks, Knife Blades, Brooms,
Brushes except Artist's Brushes, and Brushes of
metal, Brushware, Emery Cloth, Glass Paper,
Grindstones, Handles of wood, Ivory Bone and
Mothers-of-pearl, Workman Levels, Squares
and Measures of Wood, Mallets, Workman
Measuring Tapes, Sand paper, Razor Strops,
Wood Sieves and Wood Trays, Umbrellas and
other Goods in Class 50 and not included in
other Classes composed partly of metal in
Class 50.

A Facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of Hong-
kong and also at the office of the Undersigned.
Dated the 10th day of November, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

[1088]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messrs.
JOHN MORETON AND COMPANY,
LIMITED, of No. 7, Horseley Fields, Wolver-
hampton, in the County of Stafford, England,
General Hardware Merchants and Manufactur-
ers, have, on the 5th day of September, 1906,
applied for the Registration in Hongkong,
in the Register of Trade Marks, of the following
Trade Mark:—
The distinctive device of a Butterfly.

The Trade Mark has been used by the
Applicants since the year 1860 in respect of
Metal Goods in Corkscrews, Trusser Buttons,
Hooks, all Hardware manufactured in Iron,
Brass, Copper, Tin or Pewter and Japanned
Metal Goods in Class 11.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of Hong-
kong and also at the Office of the Undersigned.
Dated the 10th day of November, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

[1089]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messrs.
JOHN MORETON AND COMPANY,
LIMITED, of No. 7, Horseley Fields, Wolver-
hampton, in the County of Stafford, England,
General Hardware Merchants and Manufactur-
ers, have, on the 5th day of September, 1906,
applied for the registration in Hongkong,
in the Register of Trade Marks, of the following
Trade Mark:—
The distinctive device of a Butterfly.

The Trade Mark has been used by the
Applicants since the year 1869, in respect of
Cutlery Edge Tools including Knives and
Forks, Scissors, Files, Shears, Saws, Skates in
Class 12.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong, and also at the Office of the under-
signed.
Dated the 10th day of November, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

[1070]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th November.

S.S. "SATSUMA" 11th January.

THE HEALING ART IN JAVA.

DR. H. BOHATTA has recently published an essay giving many interesting details of native medical practice that may be gleaned even today in Java, owing to the fact that Netherlands colonies are administered as far as possible without disturbing national customs and habits.

Although Java very early came into contact with India, the medical practice of the latter country had little effect upon Javanese methods. In Java the influence of evil spirits is believed to be a potent source of disease, especially among children, while, unlike other islands of the Archipelago, winds and serpents are viewed with little concern. Massage, a truly native custom, occupies the same important position that it does elsewhere in the East. Dreams are of vital importance in determining prognosis. "If a tiger bite or spring upon the dreamer, death is near." "If in a dream musk, roses, incense, or other sweet-smelling substance be held in the hand, health will be soon restored." Drugs are almost entirely of vegetable origin, while charms and exorcisms are in daily use.

Medical practitioners in Java are of two sorts, *Doctors of Java*—natives who have had a European medical training and are duly qualified—and the *Dukuns*—the genuine native medicine men and women, for women form no small proportion. They are much believed, and age—and therefore experience—is more highly valued than skill or learning. They are called in on all sorts of occasions; in cases of illness to expound dreams; in cases of robbery to discover the culprit; to drive off evil spirits from those setting out on a journey, and so on. They know potent incantations, possess charms with healing properties, file teeth, arrange festivals, etc. They divide illnesses into either a cold or hot variety, and treat them with ointments and poultices, medicines and pills, charms and incantations; stress is laid upon dietetics, but from surgery they stand aloof, treating fractures with internal medicines and poultices.

The *Dukuns* supply their own drugs, consisting of leaves, barks, roots, fruits, etc., which are used as powders, extracts, or decoctions, occasionally supplemented by purchases in the market place from Chinese druggists or merchants. Dosage is fairly definite, most use being made of the seven numbers 3, 5, 7, and 9. Measures in joint common use are a finger's length, a finger-joint's length, a handful (the woman's hand is invariably employed)—a small spoonful, a *duffa* weight, a nut's size, etc. The shape or color of some drugs is taken as indicating the season in which they may be useful, for example, the yellow root of *Curatoma* is a cure for jaundice, the red bark of *Cassipouira* a remedy for hæmorrhagic diarrhoea. Massage is applied with much dexterity, kneading, either with the thumb or the first finger being used over all the parts where nerves may be compressed, while muscles are vigorously rubbed with the oiled hand.

According to native ideas the spirit may be temporarily separated from the body, and this frequently happens at night, when all that the spirit sees or suffers is recognized as a dream. Illnesses are explained as a separation of the spirit from the body, the charms and spells of the doctor being an effort to drive back the wandering spirit. A spirit no longer able to enter a dead body swells the number of those already in the air, who seek to enter another body, manifesting themselves as disease or delirium, or sucking the blood of children or pregnant women during sleep. Manikind is universally enveloped by spirits who dwell in trees, glades, mountains, water, and air. The spirits who kill women during menstruation are particularly dreaded. They go by the name of *Pontianak*, and are figured as lively, laughing, beautiful women with long flowing hair and a hole right through their bodies. The *Penny gaten*, female spirits who can leave the body at night, and are composed only of head and entrails, suck the blood of women in labour. The *Puwaka* is a spirit dwelling in trees, striking with epilepsy those who follow in their neighbourhood; *gendruwa*, a little man with an enormous head, goggle eyes, and grinning mouth, frightens children by shaking trees and so on.

Protection against influence is, of course, important, and immediately after delivery—a time of special risk—the mother is given a small bundle of cocoa leaves upon which to lay her head, while all around her are strewn flowers and fruit, together with a knife that she must use for forty days. Children wear amulets and various offerings are made to the different spirits. Among the charms may be noted: Water that has been laid on some particular place—for example, a dead man's grave thereby acquiring a healing property; a brush made of various twigs used at marriages, circumcisions, or for sprinkling the sick with healing water; an egg or other round body—for example, a ball of wax, rolled under the patient's body to drive away illness; a stem of *Curatoma* is split into two, and laid upon the fingers; a charm is muttered and the pieces allowed to fall to the ground. If one rests on the round side and the other on the cut flat side the surgery is favourable.

Dr. Bohatta has transcribed some prescriptions from a *Dukun* prescription book, and gives also a list of drugs and their preparations and uses, paragraphs on mental and epidemic disorders, the hospitals and a note on the native veterinary practices. The whole essay will be found most interesting by the student of medical history, medical folklore, and magic. (*Zell. Med. Journal*.)

Shipping.

Arrivals.

Thulma, Nor. s.s., 1,188, F. Jager, 8th Nov.—Samarang 25th Oct., Gen.—S. W. & Co.
Crawley, Br. s.s., 2,930, W. E. Steele, 9th Nov.—Dunbar 12th Oct., Ballast—G. L. & Co.
Centa, Ger. s.s., 900, H. Krafft, 9th Nov.—Amoy 8th Nov., Gen.—S. W. & Co.
Mare, Ger. s.s., 1,000, J. Petersen, 9th Nov.—Haiphong 4th Nov., Coals and Pigs.—J. & Co.
Childer, Nor. s.s., 1,101, H. Nielsen, 9th Nov.—Bangkok 1st Nov., Gen.—N. Y. K.
Hanoi, Fr. s.s., 730, P. Merlees, 9th Nov.—Haiphong 7th Nov., and Hoihow 8th Nov.—A. R. M.
Kulivberg, Ger. s.s., 646, Chr. Thorsen, 9th Nov.—Macao 9th Nov., Gen.—J. & Co.
Fris, Nor. s.s., 800, C. Wagle, 9th Nov.—Bangkok 30th Oct., Rice—Aagaard, Thorsen & Co.
Mutan Maru, Jap. s.s., 702, I. Sakurai, 9th Nov.—Tamsui 9th Nov., Gen.—O. S. K.
Andree Rickmers, Ger. s.s., 1,020, W. Taubert, 9th Nov.—Canton 9th Nov., Gen.—B. & S.
Kiutiang, Br. s.s., 1,226, Miller, 9th Nov.—Canton 9th Nov., Gen.—B. & S.
Holstein, Ger. s.s., 1,103, A. Niejahr, 9th Nov.—Canton 9th Nov., Gen.—J. & Co.
Chiyuen, Ch. s.s., 1,177, C. Stewart, 9th Nov.—Canton 9th Nov., Gen.—C. M. S. N. Co.
Vaishnav, Br. s.s., 1,170, Richard, 9th Nov.—Newchwang 1st Nov., Chelco and Weihow 4th Nov., M. & Co.
Hutchow, Br. s.s., 1,117, A. Forsyth, 10th Nov.—Tientsin and Weihow 10th Oct., Gen.—B. & S.
Siam, Br. s.s., 992, R. A. Binn, 10th Nov.—Singapore 1st Nov., Kerosene—Mr. Geo. McElin.
Glenogle, Br. s.s., 1,393, W. T. Larkins, 10th Nov.—Singapore 3rd Nov., Gen.—Seang Tak Hong.
Ischia, Ital. s.s., 4,184, D. Guiseppe, 10th Nov.—Singapore 2nd Nov., Gen.—C. & Co.

Clearances at the Harbour Office.

Mare, for Canton.
Wahling, for Canton.
Chiyuen, for Shanghai.
Hutchow, for Canton.
Hoihow, for Swatow.
Gemma, for Bangkok.
Zifro, for Manila.
Hutchow, for Canton.
Amoy, for Bangkok.
Mutan Maru, for Canton.
Michael Jelen, for Canton.
Kueichow, for Hongkong.
Fumou, for Yokohama.
Siam, for Bangkok.
Dover, for Bangkok.
Kutiang, for Shanghai.
Mare, for Canton.
Hutchow, for Canton.
Chiyuen, for Shanghai.
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Amoy, for Bangkok.
Mutan Maru, for Canton.
Michael Jelen, for Canton.
Kueichow, for Hongkong.
Fumou, for Yokohama.
Siam, for Bangkok.
Dover, for Bangkok.
Kutiang, for Shanghai.
Mare

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."
Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 13th November, at 1 P.M.

This steamer connects at Colombo with the Australian line S.S. Sydney bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. TONKIN 27th November.
S.S. ERNEST SIMONS 11th December.
S.S. POLYNESIE 25th December.
S.S. CALEDONIE 8th January.
S.S. SALAZIE 22nd January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th November, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICA
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mooltan, 9,529 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Macedonia due in London on the 29th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd November, 1906. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 27th Nov.

Myra 3,753 F. G. Purinton 20th Dec.

Shawmut 4,417 G. V. Williams 29th Dec.

Myra 9,606 E. V. Roberts 23rd Jan.

Myra 3,753 J. Alwen 30th Jan.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 5th November, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 24th November.

FOR NEW YORK.

S.S. "ST. PATRICK" 10th December.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th November, 1906.

AN APPEAL

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds of
NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies' Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

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20.00

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13.75

20.00

SIEMSEN & CO.

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [13]

ACHEE & CO.

ESTABLISHED 1859.

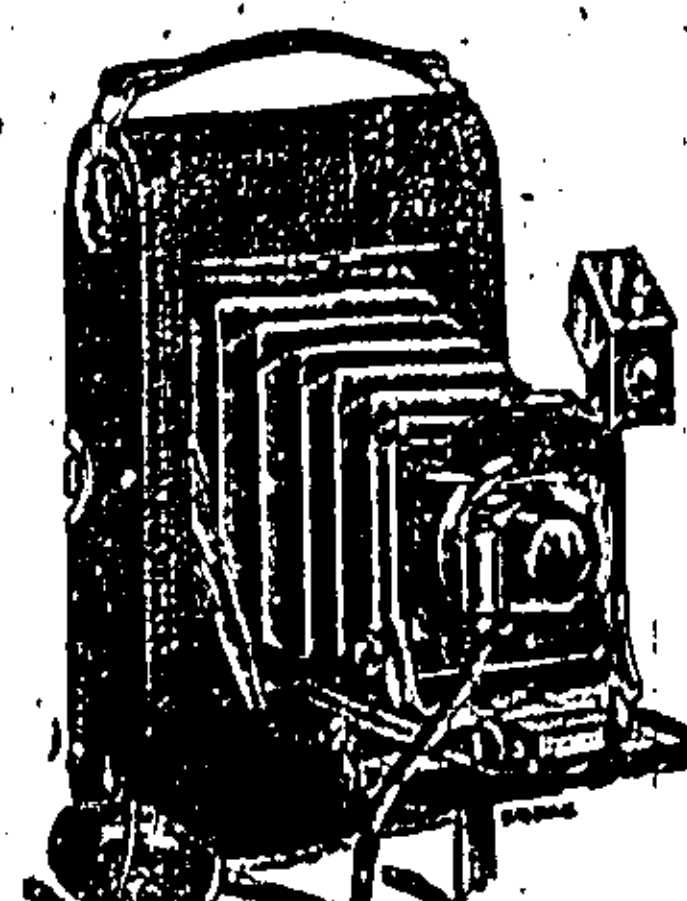
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ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	100,000	1125	1125	£1,000,000 \$10,250,000 \$250,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$87 1/2 sellers. London 204, 10/
National Bank of China, Limited.	100,000	17	16	£12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905		\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	100,000	1350	1350	\$1,675,000 \$20,000	\$23,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	100,000	115	115	£10,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30/1/06	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	100,000	1250	1100	\$2,000,000 Tls. 20,000 Tls. 10,000	12,742,271	Interim div. of 3/- for 1905	4 1/2 %	\$775 sellers.
Yangtze Insurance Association, Limited	100,000	1100	1100	£1,000,000 Tls. 10,000 Tls. 5,000	150,134	\$10 and 1/2 special dividend for 1904	2 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	100,000	1100	1100	£2,000,000 Tls. 20,000 Tls. 10,000	1344,658	46 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	100,000	1250	1100	£1,200,000 Tls. 12,000 Tls. 6,000	1422,618	\$25 for 1904	7 1/2 %	\$332 buyers
SHIPPING.								
China and Manila Steamship Company, Limited.	100,000	125	125	£6,000 Tls. 60,000 Tls. 30,000	16,563	11 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	100,000	150	150	£25,000 Tls. 250,000 Tls. 125,000	5,464	\$2 for year ended 30/6/06	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	100,000	115	115	£600,000 Tls. 6,000 Tls. 3,000	15,464	11 for 1st half-year 1906	7 1/2 %	\$27 1/2 buyers
Indo-China Steam Navigation Company, Limited	100,000	110	110	£2,000,000 Tls. 20,000 Tls. 10,000	12,412	10/- @ ex. 2/1 9/16 = \$16.67	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited.	100,000	115	115	£10,000 Tls. 100,000 Tls. 50,000	13,156	{ Interim div. of Tls. 2 1/2 for 1906 Interim div. of Tls. 1 1/2 for 1905	6 1/2 %	Tls. 16 sales
"Shell" Transport and Trading Company, Limited.	100,000	11	11	£4,141 Tls. 41,410 Tls. 20,705	107,815	17/- (Coupon No. 6) for 1905	4 %	Tls. 104 buyers
"Star" Ferry Company, Limited	100,000	110	110	£10,000 Tls. 100,000 Tls. 50,000	12,18	{ \$1.50 for year ending 31/12/06 \$0.75 for year ending 31/12/05	{ 4 1/2 % 4 1/2 %	{ \$54 1/2 a. & b. 518
Taka Tug and Lighter Company, Limited	100,000	115	115	£10,000 Tls. 100,000 Tls. 50,000	13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
FERROVIAIRES.								
China Sugar Refining Company, Limited	100,000	1100	1100	£850,000 Tls. 8,500 Tls. 4,250	10,914	Final of \$15 making 12/- for 1905	7 1/2 %	\$145
Luzon Sugar Refining Company, Limited	100,000	1100	1100	£850,000 Tls. 8,500 Tls. 4,250	11,325,88	1906		\$22
Perak Sugar Cultivation Company, Limited	100,000	115	115	£100,000 Tls. 1,000 Tls. 500	11,3723	Tls. 2 1/2 for year ending 30/6/06		Tls. 83 sellers
MINE.								
Chinese Electric and Mining Company, Ltd.	100,000	11	11	£110,000 Tls. 1,100 Tls. 550	12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	Tls. 94 sellers
Central Consolidated Mining Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	G \$909,050	Final of 50 cents making 7/5 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	100,000	11	11	£10,000 Tls. 100,000 Tls. 50,000	12,745	No. 12 of 1/- = 48 cents		\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen) & Co., Limited	100,000	125	125	£70,000 Tls. 700,000 Tls. 350,000	18,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	100,000	150	150	£50,000 Tls. 500,000 Tls. 250,000	10,040	\$2 1/2 for 1906	6 1/2 %	\$90
Long Wharf and Godown Company, Ltd.	100,000	150	150	£50,000 Tls. 500,000 Tls. 250,000	13,221	\$6 for first half-year ending 30.6.06	8 %	\$150
New Amoy Dock Company, Limited	100,000	150	150	£50,000 Tls. 500,000 Tls. 250,000	13,997	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,505	Final of Tls. 4 making 1/- 8 for 1905/6	8 %	Tls. 104
Shanghai and Hongkong Wharf Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,568	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 127 1/2 sellers
Yangtze Wharf and Godown Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,568	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	First year	10 1/2 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	\$3 for year ended 30.6.1906	10 1/2 %	128 1/2 buyers
Central Stores, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	7 % on \$7 1/2 for 1905		\$15 buyers
Do. (Founders)	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	None		\$300 buyers
Hongkong Hotel Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$104
Hotel des Colonies Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 1/2 buyers
Hotel Metropole Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	Final of \$6 making \$10	13 1/2 %	180 sellers
Humphreys Estate & Finance Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	80 cents for 1905	7 %	\$11 1/2 buyers
Kowloon Land and Building Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	Tls. 3 for half-year 1906	5 1/2 %	Tls. 96 sellers
Do. (new issue)	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418	Interim div. of \$2 account 1906	8 %	Tls. 57 1/2 buyers
West Point Building Company, Limited	100,000	110	110	£100,000 Tls. 1,000 Tls. 500	13,418			

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5306

第四十月九年二十三光緒

SATURDAY, NOVEMBER 10, 1906.

六拜禮

號十月一十英曆

\$13 PER ANNUM.
SINGLE COPY, 25 CENTS.

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BIRTHS.

On October 24, at Tsinanfu, Shantung, to Mr. and Mrs. W. W. RITCHIE, a son.

On October 29, at Shanghai, the wife of G. A. TISDALL, Russo-Chinese Bank, of a son.

On October 29, the wife of G. A. TISDALL, Russo-Chinese Bank, Newchwang, of a son.

On November 2, at Shanghai, the wife of GEO. R. ARTHUR, a daughter.

MARRIAGES.

On October 31, at Shanghai, LIONEL EDGAR, third son of the late William Canning of Cambridge, to ELIZABETH MARY (Sissy), eldest daughter of George Richard Barry.

At the St. John's Cathedral, Hongkong, on the 10th November, 1906, ELIZABETH, daughter of the late A. E. Abraham, Esq., Hongkong, to WILLIAM GIBSON, youngest son of the late Gilbert Gibson, Esq., of Hamilton, Lanarkshire, Scotland.

On November 5th, at Shanghai, BERNHARD A. FAIRBRIGHT, of the I.M. Customs service, Hongchow, aged 36 years.

On November 5th, at "Westley" Babington Path, WILLIAM ERIC CRAIG, of the New Zealand Insurance Co., aged 30 years.

DEATHS.

On November 5th, at Shanghai, BERNHARD A. FAIRBRIGHT, of the I.M. Customs service, Hongchow, aged 36 years.

On November 5th, at "Westley" Babington Path, WILLIAM ERIC CRAIG, of the New Zealand Insurance Co., aged 30 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 10, 1906.

THE OBSERVATORY.

(3rd November.)

When the working of any institution supported by public funds is impugned, the usual course is for the Powers that be, for the time, the highest in the land, to appoint a Commission to inquire into the truth or otherwise, the foundation or grounds of the complaints made against that institution. It will be remembered by all that as soon as the first paralyzing excitement caused by the terrible disaster of the 18th September had subsided, and when the Colony generally was dropping back into its old routine grooves, from which it had been so rudely shaken, and things generally began to assume their normal condition, a scapegoat was looked for, and this was found, by many would-be experts in the art of finding such, in the Hongkong Observatory, and on the instant the whole institution, with its employees, its instruments, and its scientific devices, and its entire system were sweepingly condemned. "Why," thundered its accusers, "was not earlier information of the approach of the typhoon given? And so, all unheard, the institution was blamed for the dire results of that awful visitation. Many detractors rushed into print, and pointed out—entirely to their own satisfaction, no doubt—how negligent the employees of the Observatory had been, in allowing such a dire disaster to creep upon us with the most inadequate warning. Each one had his own arguments to set forth "in proof" of the assertions made, but in the mass of blame and condemnation, did anyone ask to hear the other side? Did anyone propose that the men accused should be given an opportunity to be heard in their own defence? No, it was all sweeping condemnation from the first, and an investigation of the entire Observatory system was called for. "Why could the Observatories at Sicawei and Manila always be depended upon to give the earliest possible warning of the approach of typhoons, and the Hongkong Observatory be so far behind them?" they asked. Then His Excellency the Governor, Sir Matthew Nathan, stepped into the breach, and gave them what they asked for. His Excellency appointed a Commission to inquire into the vexed question as to whether an earlier warning could have been given of the approach of the typhoon of the 18th September. This Commission was composed, for the most part, of men of life-long Naval and Mercantile Marine experience, learned in the law of storms, who brought to the inquiry unbiased minds, in order to deal with the question quite impartially. That they did so is made abundantly manifest by the fact that, at the Legislative Council meeting held on Thursday last, His Excellency the Governor was able to announce the result of the Commission's investigations. In doing so, His Excellency said that the Commission report that "reviewing the evidence as a whole, they find that prior to 7.44 a.m. on the 18th September there was no indication of a typhoon approaching Hongkong, and that the warning given by the hoisting of the black drum, was given as soon as was practically possible, in the circumstances." That should surely satisfy carping critics. The whole report, announced His Excellency, is to be published at once, and will no doubt make interesting reading. But the matter does not rest there. With that thoroughness which characterizes all his undertakings, His Excellency intends to send that report, with all the evidence and exhibits laid before the Commission, together with the reports of the Sicawei and Manila Observatories, to the Secretary of State for the Colonies for his information, and comparison, and will at the same time ask the Secretary of State to obtain and forward, for the information of the Hongkong Government, the observations of the Royal Observatory of Greenwich, and upon receipt of those observations His Excellency will consider the question again, having in view the difficulty of obtaining locally sufficiently expert members to go into questions that have arisen in connection with the working of the Observatory. It is not in accord with British principles to condemn any man, unheard, or declare him guilty until he is proved so, and thus it must be a source of satisfaction to those possessed of broad minds to find the Director and staff of the Observatory thus officially exonerated from the blame which was so liberally, and, as is now shown, so undeservedly showered upon them.

WHAMPOA'S FUTURE.

(5th November.)

Much of the criticism which appeared in the *London and China Express* with reference to an editorial which we recently published regarding the possibility of Whampoa becoming a direct rival to Hongkong as a shipping centre is, we venture to submit, based on opinions which have not been fully digested. We republished the article from our contemporary in Saturday's issue, in order that readers might obtain some idea of how the question is viewed in the metropolis, but we are left unconvinced as to the soundness of the *Express*'s attitude. Of course, the writer was quite entitled to describe the article as "somewhat alarmist,"

if he chose to do so, but we would contend that the prominence given to it in one of the leading London papers devoting its attention to Chinese affairs is some indication, to say the least, that our contemporary is not without doubts as to the value of the conclusions we deduced, and the wisdom of its own. In the first place, the *Express* will only believe in the transfer of shipping-trade from Hongkong to Whampoa when it is an accomplished fact and not before. The main argument seems to be that because Whampoa is on Chinese soil and thereby "liable to all the disabilities emanating from the control of Chinese officials," it cannot hope to contend successfully with a port under the guardianship of the British Government. But it has never been suggested that Whampoa will become the chief shipping port in the Far East next year, or that the decadence of Hongkong is a matter of the immediate future. Hongkong has taken sixty years to reach its present position, notwithstanding its exceptionally favourable position, the absence of competition by neighbouring ports, the lack of Chinese railways, and the vitality of Chinese officials. But a new spirit has taken possession of the Chinese. Officials are no longer permitted to harass trade and cripple merchants by their "squeezing" proclivities. In fact, we have seen by the formation of the Yuet-han Railway Company that the Chinese gentry, traders, and guilds are determined to eradicate the old evil practices by keeping the management of the proposed railway within their own hands, in order that the interests of the shareholders—who include the poorest coolies in their number—may be safeguarded, and the success of the undertaking assured. The official element has been eliminated, and direct control retained in the hands of the people. Even the concession to build a line to Whampoa is alleged to be of a non-official character, but it is backed by all the authority and influence of the Cantonese Government and has the favour and support of the Shanghai. The writer proceeds to argue that Hongkong being quite free as a port and having the "fullest facilities for the rapid transshipment of goods" offers the importer the immediate choice of southern and northern markets. That may be the case or not, but it is questionable if every importer in Hongkong will agree that the "fullest facilities for transshipment" are always available here. However, that is not the point, because if the Cantonese, who are admittedly the sharpest, shrewdest and most adventurous merchants in China, are resolved to raise up a rival to Hongkong at Whampoa, they will not stop short at erecting a connecting railway and calling it a port. They will not fail to provide ample godowns, or furnish the most rapid processes for the discharging and embarkation of cargo. Why then should steamers with goods for South China continue to tranship their cargoes at Hongkong, thereby incurring charges for delay, godown expenses, transhipment, demurrage, and a variety of other incidentals, when they might go straight to Whampoa, whence their cargo could be despatched direct to the interior at a minimum of cost? As an indication of the vast trade which passes through Hongkong at present and could in all probability be diverted to Whampoa in the event of reasonable facilities being provided and the extension of the railway systems completed, we need only refer to the yarn industry, which is suffering a temporary eclipse. In spite of the adverse condition of the trade in yarn, it is proposed that dealers shall engage to purchase a minimum per annum of 200,000 bales which are intended for Canton and all places on the West River, Swatow, Amoy, and Poochow, which will be served by railways radiating from Canton, Tsoihow, Pak-hoi, Kwong-chow-wan, Hai-phong and Yunnan. There is no reason why Whampoa should not step in and capture that trade, which on a moderate estimate cannot be worth less than \$24,000,000—and that is only one of many industries. Is it probable that if the Cantonese were of one mind to compete with Hongkong that Whampoa would be made other than a free port? The *Express* fails to grasp the fact that if all the necessary facilities are provided at Whampoa then Hongkong may be wiped off the commercial route of the Far East. A vessel with cargo for China would be in a position to land the goods at Whampoa without giving a passing thought to Hongkong so that when the writer speaks about a third port, in the sentence—"Any unloading of vessels at Whampoa is extremely unlikely, and, if bulk has to be broken; it can be better done at Hongkong or Canton than at a third port," he has diverged somewhat from the probable situation. There would be no third port, Whampoa taking the place of Hongkong, and importers could send off their goods from the warehouses at Whampoa, with the least possible trouble, along the Canton-Hankow railway. Moreover, it has to be remembered that schemes are under consideration which will have the effect of making Canton the great railway terminus of the southern provinces. What with the Sanning, Nanning, Yunnan, and overland routes to Peking, the importance of Canton, which in this connection may be taken to mean Whampoa, will be vastly enhanced, and importers will be able to deal at short notice with the requirements of the great producing and consuming centres of the south, west, and north, combining a minimum of expense and anxiety with the maximum of celerity. Of course, we will have our docks, and we may expect to derive some benefits from the construction of the Kowloon-Canton railway, but with Whampoa standing at the gateway to China, with arms outstretched and offering every inducement

to shipping, these advantages are very problematical. All these propositions have yet to be demonstrated, but Chinese energy and industry are quite capable of transforming the effete Whampoa into the Liverpool of the Far East. It cannot be contended for a moment that China is without money to achieve such results. As everybody now knows China can always find all the money she needs for projects of industrial value, and that money is not "transferred" from the pockets of foreign financiers to an exchequer of Chinese companies at huge interest, but is found within China herself, or the exclusion of any possible outside domination or "say" in Chinese affairs. The present generation has inherited the ideas of the West; the rising generation is keen to adopt measures of reform and to traverse the path of progress; what then will the next generation be like, when it has absorbed the spirit of patriotism and business adventure which now distinguish the majority of enlightened Chinese? The cry of "China for the Chinese" has been raised by Viceroy Shum, no doubt to the chagrin of foreign traders, but however much the latter may seek to stem the tide of national exclusion they must in fairness admit that China has a perfect right to manage her own affairs as she thinks best, so long as such management does not interfere with the rights of neutrals and outsiders. From our Canton correspondent we have received additional news confirming statements recently published that the Canton-Whampoa railway scheme is not "a castle in Spain." It is reported that the company which has undertaken the construction of the line has been registered at Peking, regulations governing the working of the Company framed, and that only a few minor details will have to be submitted for the approval of the new Viceroy, Chou Fu. The capital has been put at something between 800,000 and 900,000 taels, which shows that the work of pushing on the line is not so much concerned with Amoy as with Whampoa. The whole scheme is cut and dried. A surveyor has reported that Whampoa may be constituted an admirable port and that opinion coincides with the views of several who have given the subject some attention. None of us in Hongkong desires to see the sea-girt sentinel of British interests in the Far East robbed of her heritage, but how is it proposed to checkmate Canton's aspirations? It is true that Taotai Wen denied that there was any intention of raising a rival to Hongkong at Whampoa, but that was merely an official disclaimer which may be taken for what it is worth. Everything points to the sure and persistent aim of native merchants in Canton to rejuvenate the erstwhile flourishing port of the two Kwang provinces.

THE INDIAN POLICE CONTINGENT.

(6th November.)

If the strike among the Sikh policemen engaged by the Municipal Council of Shanghai did nothing else than call attention to the disorderly element among the Indian contingent in the constabulary of the Settlement, and the necessity of adopting radical measures of reform, it served its purpose. Far too long the Indian sections in the Shanghai and Hongkong police forces have been recruited from the riff-raff of India. Whether there is any system of discovering when the men join their previous character and occupation—that is to say, of finding out whether their statements can be corroborated and their testimonials verified—is a moot point. To the ordinary citizen the Indian constables, who parade the streets with an air of arrogance and a display of authority which irritate the peaceable and incite the impulsive to violence, have come from the irreclaimable characters of India. They may be Sikhs or they may be Pathans, but they certainly do not belong to the high-caste Rajputs, or if they ever did so they have been cast out as unworthy. Now, in Shanghai, there is an inclination to prevent the recurrence of strikes by recruiting in India direct, so that the men enrolled as constables shall be of recognised good character and repute. Major Hall of the Baluchi regiment and a jemadar are at present in Shanghai with the object of ascertaining the causes which led to the recent friction and to tender such advice as their experience suggests to the Municipal Council on the question of the employment of Indians in police work. In passing, we may observe that it is rather humorous to observe that an officer in command of the Baluchis should have such an important duty conferred on him, especially when we remember how the Baluchi regiment in Hongkong behaved itself some time ago. But that is all past and done with, for the Baluchis of late have been models of decorum and paragons of virtue. The question now is, whether the Indians in the police force can be made to realise that their duty is not to terrorise innocent natives or act in a domineering manner towards Europeans, but to conduct themselves with honour to their corps and politeness towards the general public? It is stated by a correspondent that if these men were of any standing in their own country they would find no difficulty in joining any of the numerous Indian regiments. Although the pay of a constable in Hongkong may appear larger, the deductions which have to be made for rations and sundry requirements reduce it below the balance which is handed to the Indian private soldier. He also states that by crossing the sea, the Indians lose caste and have to perform numerous religious services on their return to India, which usually

involve the greater part of their savings if they are to be received into the fold again. However that may be, the fact remains that many of those in the Indian police contingents have been in trouble all along the China coast during the past few years and they are certainly no credit to their compatriots. That they are a necessary addition to the force must be a fact, otherwise the authorities would have seriously considered the question of abandoning their services long ago. But it is high time that those in charge of the Indians in Hongkong should read them a lecture on their attitude towards the public, whose servants they are. It is useless to give examples or multiply instances, but many will agree that when an Indian has the opportunity of dragging a European through the street he does not always exercise that sweet reasonableness which should attach to strength and authority. Whatever the result of the investigation into the conduct of the Indians in Hongkong, and, doubtless, provided a satisfactory scheme is submitted for dealing with the recruiting of this branch of the force in the Northern Settlement it will come into force in this Colony also.

TELEPHONIC CHANGES IN HONGKONG.

For several weeks, the Telephone Company in Hongkong, officially described as the China and Japan Telephone and Electric Company, has been busily engaged in erecting a new exchange system, which we are told is to revolutionise the service in the Colony. The new exchange is the latest thing in telephone systems and all the occasional stoppages which characterised the old apparatus are to be abolished. Yesterday those on the telephone register had an opportunity of testing the value of the new installation but, of course, it is too early yet for the layman to form an opinion as to the superiority of the present exchange over that which has disappeared. There is no doubt that many a genial temper and equable humour were sadly tried by the eccentricities of the former system. Whether it was the wind and the weather or the perversity of the apparatus itself which frequently rendered the machine useless or a comparative nuisance we do not pretend to know, but this much is certain the telephone had a curious faculty of getting out of order just at the very moment when its service would have been most valuable. This does not reflect on the capabilities of the operators or the methods of the mechanical staff, for there is every reason to believe that they, in their different departments, did everything in their power to provide for the convenience of those using the telephone. Indeed, nothing but praise has to be accorded by all who had occasion to employ the telephone during the hours following the recent disastrous typhoon. The lines were "down" in every direction, circuits were broken and for a time the telephone was more of an ornament than anything else. But with a celerity which was highly commendable and testified to their anxiety to accommodate their customers and patrons, the Telephone Company had matters set aright once more and the wires were working as usual. Naturally this is an argument in favour of underground wires, and if the Company is wise it will profit and no doubt has profited from the experience gained by the succession of storms which swept the Colony in September last. Some new rules with regard to the procedure to be adopted in ringing up the Central for connection with another member have been issued by the Company, and they afford food for reflection and perhaps amusement. For instance, it appears that the operator should answer your ring within ten seconds, and should never be more than thirty seconds in doing so. Considering that there are only some 550 customers on the telephone directory, thirty seconds seems a somewhat lengthy period during which to wait the pleasure of the "hello girl"—as she is somewhat flippantly termed in the United States—but we shall probably have seldom to exercise our patience for the maximum time. What will engage the attention of most people is the fact that a sort of musical box has been attached to the telephonic apparatus—a new form of the soft answer which turneth away wrath. Supposing some irritable individual rings up Central and calls for a number, the gentle operator will no longer tell him bluntly that he can't have it because it is engaged. Instead, the soft strains of a musical note will be wafted to his ear, and even if he does indulge in epithets they will be drowned in the cathedral-like echoes of the lost chord. No longer will the operator threaten to report the man of wrath to the manager, or lead the listener into a frenzy by judicious sarcasm. Again, if your number will not answer—a somewhat vague statement—you will be treated to another nocturne with variations. So that people may sit at home around the cheerful telephone and enjoy all the benefits of a free gramophone entertainment. In this way the family will be led to a love of music while the savage breast will be soothed. It is just possible that the musical arrangement may come to be regarded as a punishment for sins of omission, the head of the household threatening to turn on the telephone if there is any more clamour but, we trust, that lies in the dim and distant future. In the meantime we can only congratulate the Telephone Company on bringing their apparatus to the highest pitch of modernity and combining with that desideratum all the benefits of the musical world.

HIS EXCELLENCY THE GOVERNOR.

(7th November.)

Readers will learn with the utmost regret that, as the result of the accident which His Excellency the Governor sustained during a polo match the other day, he has been obliged to cancel all engagements for the present, including the dinner party which it was proposed to hold at Government House in celebration of His Majesty's Birthday. The absence of His Excellency from those functions which are almost inseparable from the celebrations on the occasion of the King's Birthday will rob them of much of that *éclat* with which they are usually attended, for as the supreme representative of the King in the Colony it is His Excellency's privilege as well as his pride to preside over the various *fêtes* organised by His Majesty's loyal subjects in this isolated outpost of the Empire. As it is, in whatever forms of celebration the community may indulge, there will be an undercurrent of feeling that they lack the responsiveness and glamour which usually attach to them when crowned by the presence of the Governor, who has so ably filled the gubernatorial chair during the few years of his incumbency in Hongkong. Meanwhile, it is satisfactory to learn that His Excellency is progressing favourably, but his medical advisers have decreed that absolute quiet for the next few days is essential to his complete recovery. Our readers, we are assured, will be heartily in concert with us in offering sympathy to His Excellency in his inability to take part in the celebrations of the 7th of November, but we trust that he will soon be in a position to attend to his onerous duties with his wonted vigour and energy.

THE "HANKOW" INQUIRY.

Interest in the lamentable disaster, which occurred only the other day, in which the British steamer *Hankow* was burned to the water's edge and scores of passengers perished, will not be lessened but rather increased by the somewhat unsatisfactory finding of the Court of Inquiry into the circumstances leading to the tragedy. The *Hankow* had been for many years engaged on the river trade between Hongkong and Canton, and on the eventful day when the mishap happened she carried a cargo of raw silk and straw matting, besides passengers and crew to the number of at least a thousand souls. She was safely berthed at her wharf and seven minutes later was discovered to be on fire from stem to stern. So fierce were the flames and so stifling the smoke which arose within a few minutes of the outbreak, that the captain, chief engineer and officers of the ship found it impossible to get the hoses into operation; not only so, but the captain and officers were unable even to save their own or the ship's papers. Naturally, on turning to the finding of the Court, we anticipated that a series of questions would have been submitted to the assessors with regard to the cause of the outbreak: whether it was due to pure accident, to incendiarism, or to any of the other causes which have been propounded as to the origin of the fire. But we find nothing in the official finding even suggestive of the fact that the question had been considered by the Court. It is to be regretted that the members of the Court had not the advantage when dealing with the points raised in the Inquiry of any special acquaintance with the requirements of the river trade or the advice of any experienced mariner travelling continually between Hongkong and Canton. Captain Branch, the master of the *Hankow*, gave his evidence in a clear, straightforward manner and his officers are equally to be complimented on the precision of their statements, but necessarily their examination was limited to the events of the fire itself, and they were not called upon to give expert opinion regarding the special conditions surrounding the trade between this port and Canton. The lack of such expert advice and knowledge was the more to be regretted because the Court in its finding gave expression to views which certainly will not be commended by the owners of the steamboats in the river service, and, indeed, it is doubtful if it were practicable to give effect to these views. It is admitted that the fire appliances on the *Hankow* were satisfactory under ordinary circumstances and that they were in order, having been in constant use in cleansing the vessel. The Court deprecated the statement that there were no fire stations on board, but in view of the rapidity with which the flames spread we are convinced that even had there been fire stations on the *Hankow* they would have been found useless on the occasion in question. The Court, taking it as a fact that there being no fire stations on the *Hankow* all the river steamers are similarly situated, went on sapiently to remark: "We consider that the ordinary fire arrangements and boat-stations should be hung up on a printed form in some conspicuous part of each vessel in these river steamers, and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board." As a matter of fact we are in a position to state that on most of the river steamers there are printed lists of the stations to be taken by the officers and crews in the event of fire, and that the latter are well drilled in the exercises pertaining thereto. Whether in the event of a sudden and all absorbing conflagration such as that which overwhelmed the *Hankow*, the native crews, even when stiffened by the presence of British officers and the innate force of habit engendered by discipline and practice, would have stood by their posts is another question which does

not enter into consideration here. The *Hankow* was at her wharf, with shore and water appliances at hand, yet it was found impossible to save her. But the main point to be criticised in the finding is the apparent failure of the Court to appreciate the consequences which would undoubtedly ensue should its suggestion in the matter of the disposal of cargo and passengers be followed to their logical conclusion. The revenue of the river steamboats is almost entirely derived from the Chinese passenger fares and the charges on Chinese freight—both of which have had to be reduced to the lowest minimum, leaving only the barest margin of profit to cover working expenses. It is true that since the typhoon of 18th September, rates have risen slightly, but that is beside the point. If the proposal of the Court that "cargoes of light-texture such as straw braid or matting, when carried, should be so stowed under hatches or blocked off or screened off in such a way as to be impossible of access by any passengers" were adopted and made compulsory by law, the steamboat companies would find it impossible to carry out the regulations without vastly increasing their charges and practically abandoning the trade which now exists. For example, were the cargo to be screened off from the passengers by means of partitions a very appreciable superficial deck area would be lost to the vessel. While one section of the vessel might be crowded with passengers, another valuable section might be standing half empty. Each vessel would become a series of sections, necessarily narrow, close and stifling and, in the plague season, a veritable hotbed for the propagation of disease. Not only that, but the loss of cargo space must mean that in order to recoup themselves the owners would be compelled to raise the passenger rates together with freight charges. In other words, the Court's finding, should it become law, would simply imply the handing over of the cargoes now carried in British bottoms to the Chinese junks which sail between Hongkong and Canton. It must not be forgotten that British steamboats were the pioneers in fostering and developing trade between the two ports; they built special boats to suit the requirements of the river traffic and to meet the demands of Chinese passengers and traders. At first they were little better than philanthropists, hoping for better times when the impetuous passengers would see that it was to their advantage to patronise the fast steamers. A thousand and one difficulties were thrown in their way by the junkmasters and the Chinese officials in Canton. Indeed, the result of a rule giving effect to the recommendations of the Court would be to raise once again the critical point which was fought years ago by the river steamboat companies in co-operation with the Chamber of Commerce. It was then contended that undue favour was shown Chinese junks trading to Canton by the granting of special facilities and secret rebates—matters which could not be actually proved, perhaps, but were common knowledge. The former Hoppo of Canton endeavoured by every means in his power to undermine the steamship riverine trade to the advantage of the native junks, and his hostility to foreign enterprise seriously impeded the advancement of trade relations on the Canton river. Strong representations to the Government at Peking, through the British Minister, secured an amelioration of these conditions, but were the Court of Inquiry to have its way to-day we have no the slightest doubt that the Canton Government would revert to its old position of silent, but none the less strenuous, opposition to the success of steamboat competition as against the junks. No doubt the fire on the *Hankow* was a terrible calamity which none can recall without a shudder, but that is no reason why we should double lock and barricade the door of progress. It is not an affair that has happened before, and it may never happen again, but all that human ingenuity can suggest to prevent fire on board ships carrying hundreds of irresponsible coolies, who have no idea what precaution means and merely laugh at regulations as if they were intended to be broken, will not prevent its recurrence. Why, then, was hysterical over the matter of battered hatches—and where are the hatches to be placed on a riverboat steamship?—innumerable partitions, and all the rest of it, as if that were the sole solution of the difficulty? If the deck cargo were covered with "tar-paulins" of non-inflammable material it is quite possible that the major condition of immunity to fire would be obtained. The fact is that we must review the situation sanely, if we are to retain our hold on the trade between Hongkong and Canton. That trade will pass away to the junks again if it is handicapped by a multitude of rules, regulations, conditions and restrictions, and we could suggest that the matter having now been threshed out should be allowed to drop, in the conviction that the owners of steamboats plying to Canton, be they British, French or Chinese, will do everything in their power to safeguard the lives and interests of their passengers and trade.

VICEROY CHOU FU'S FIRST REFORM.

(8th November.) Although fully three years have elapsed since the ratification of what is known as the Mackay treaty, under which the Chinese Government agreed to certain commercial reforms which not only marked an advance in Chinese official opinion but also opened the door to improved foreign relations, comparatively little has been done to give effect to the terms of that treaty. The second article of the treaty provided that China would "take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by the British as well as Chinese subjects." The huge range of varying values in the different provinces has had a harassing effect on the internal prosperity of China, and has retarded its development in a variety of directions, but none has appreciated its inconvenience more completely than the foreign merchant with outport agencies.

Now, there is a ray of hope that this anomalous condition of affairs is to be remedied by the introduction of a uniform system of national coinage throughout the Empire. And it is some satisfaction that we note Canton has been selected to lead the way in making evident the advantages of a universal coin value within the Middle Kingdom. His Excellency Chou Fu, who is expected at Hongkong to-day en route to assume his duties as Viceroy of the two Kwang provinces, is responsible for the innovation, and his proposal that the provincial coinage will be suppressed at the Canton mint in favour of "Tai Ching"—or national—coins affords a happy augury of the benefits likely to accrue from his reign at Canton. It had been mooted that the new Viceroy had in view the adoption of the principle enunciated in the Mackay treaty, but only the most tentative steps had been taken to carry the scheme into effect. Probably His Excellency felt that it was useless to bring the subject actively before the public while he held position in Liang-Kiang, but now that he is vested with the powers of Viceroy at Canton, where his views and the suggestions of his advisers can be given expression under his own personal supervision, the question has been removed from the sphere of possible legislation, and become part and parcel of the practical politics of Southern China. Fortunately, Viceroy Chou Fu comes south at a time when the merchants, gentry and guilds of Canton are eager to advance any scheme which has for its object the betterment of the country's financial status. Provided the idea is apparently feasible in practice it will certainly be given a trial, for all the Chinese it is unquestionable that none is more open to argument and enlightenment than the Cantonese. No matter what multitude of projects are under weigh at the present moment, that money—Chinese money—is required for many reproductive works which are being carried on simultaneously, the spirit of enterprise is sufficient to support any proposal which has for its object the promotion of Chinese interests. The effect of a national coinage of universal values is so apparent that it is hardly necessary to discuss the matter. Under the present system it is possible for a traveller to lose half his capital by repeated exchanges in the various provinces of the Empire. With a uniform coinage, the value of his capital would be equally the same in Kwangtung as in Fukien province. The people who would suffer, in any degree, are the bankers, whose profitable business of exchange would be largely diminished, while the host of money-changers unconnected with the banks, that is to say, without any draft business—would be practically driven out of the money market. But against that, there is the enormous gain to the industrial classes by the just appreciation of their capital, which would not then be liable to the arbitrary fluctuations dictated by the banking guilds; and the security offered to traders, both native and foreign, by the elimination of speculative dealings in token money. For the present, the new Viceroy has adopted a *festina lente* policy, limiting the experiment of issuing "Tai Ching" coins to the two Kwang provinces only. But there seems little doubt that the experiment will prove successful, with the result that the other provincial authorities will recognise the advisability of following the lead given by Viceroy Chou Fu. Canton has been the headquarters of many able viceroys and its traditions are not likely to be impaired if we adopt the present reform as a measure for future guidance—by the accession of H.E. Chou Fu to the viceroyalty.

THE CHAIR-COOLIE.

No one will dispute the assertion that European residents and especially strangers endure much at the hands of the gangs of chair-coolies and ricksha-pullers who abound in Hongkong. It seems to be part of their creed that the foreigner is fair game to be victimised on every possible occasion, and the growl of the London cabman when he is lashed by his legal fair is as a summer zephyr when compared with the Red Indian whoops and maledictions of the coolie who has not been grossly overpaid. To begin with, no European would dare to pay a coolie his statutory fare; he invariably disgorges to the extent of fully 100 per cent. beyond what is actually due, but even then he is liable to be assailed with a hurricane of abuse and a torrent of epithets. Fortunately, most Europeans are ignorant of the Chinese language, otherwise they would learn something about their unrecorded history that would amaze them. More fortunate still, European ladies have not as a rule the slightest notion what the coolie is saying, else their sensibilities would be shocked beyond recall. When it is understood that the coolie is clamouring for more money, the victim usually hands over the excess simply to get rid of the licensed usurer. But there are a few who take their courage in both hands and secure the services of the police to bring the necessary nuisances to justice. Few have the time to spare to attend the police court, while the majority of people have as much repugnance to the Magistracy as Satan has to holy water. When the courageous individual representing not merely himself but the community at large seeks the aid of the law in an effort to keep these rascalities within bounds he naturally expects that punishment will be meted out to them in such measure that they will refrain for the future from pestering passengers. They have the community at their back, those who prosecute the insulting coolies, and the community awaits to see how the Court will deal with them, so that they and their like may be taught such a lesson on the subject of honesty that they will not forget it. On Tuesday a gentleman appeared against a couple of chair-coolies who had refused to accept their legal fare. The Magistrate gravely heard the case, found the delinquents guilty, and after much cogitation and scratching of his quill, turning up the law and consulting the authorities, he imposed a fine of \$1 each. The coolies nearly had a fit on the spot; it was the hugest farce in which they had ever participated. Needless to say, there was no hesitation about paying the fine, and the coolies went off to relate their exploits and

to be regarded as the heroes of the kerfuffle. Did that fine deter others from following in the footsteps of the first pair? Of course not; keen rivalry existed, and there were others who were determined to become men of renown at the expense of the European population. The other day, Mr. A. P. Kennie, one of the leading citizens of Hongkong, decided that it was absurd to be "rooked" day after day by chair coolies. He had been paying them 150 per cent. above their legal fare, so he resolved in future that he would reduce the gratuity to 50 per cent. He news that the honorarium, which had come to be regarded by the coolies as their rightful due, had been reduced spread like wildfire through the city and when Mr. Kennie tried once again to hire a chair the coolies fled from his sight. If he caught them they were "engaged." So when he found ten empty chairs all in a row he corralled them; one and all refused to carry him and they were handed over to the police—twenty men. They appeared at the Court to-day, and so far as we can understand there was not the slightest semblance of a defence. When we say "they appeared" we are in error, for only thirteen bowed to the bench; the others were seeking fresh fields. As a rule thirteen is an unlucky number, but in this case it was made clear that the old superstition which gave birth to that idea is a base myth. The Magistrate—the same gentleman who heard the former case—listened to the story, once more solemnly turned over his tomes and pronounced a sentence calculated to make the most depraved ruffian shudder in his shoes—he fined them \$2 each! But it may be asked, what about the seven who failed to appear. Well, having failed to appear, what necessity was there for bringing them to justice at all? The case was over and done with; why make so much bother about a trivial matter of this sort? It would be too ridiculous. So the intelligent wrongdoer who is found out will know how to treat the law's commands in future—simply ignore them and go about your business. Really, these sentences at the Magistracy are no more or less than travesties of justice. They will never deter chair coolies or ricksha-pullers from taking advantage of their fares, or violating the terms of their licence. Surely Europeans are entitled to some protection against the scandalous extortion of the Hongkong gondolier, but Europeans are becoming so accustomed to matters of this kind that they simply grin and bear it, adding another stone to the cairn of troubles to which they have to submit when they take up their residence in the Far East.

CANADA AND THE COOLIES.

(6th November.) From time to time we read in the home papers quotations from letters of residents in Canada, to their friends at home, as well as from the utterances of high authorities, touching upon the want of labour, to cultivate and develop the vast tracts of land now lying fallow, and being accordingly tamed to no use, in various parts of the land. This cry for labour ever reached as far as I da, and hearing a being tempted by the glowing accounts of the great prospects in store for agricultural labourers, large numbers of natives of northern India left their homes and families and journeyed in the direction of what they no doubt looked upon as a new El Dorado, "Promised Land." Some managed to complete their voyage, but others, delayed by various causes in Hongkong, such as want of transportation, etc., heard strange rumours of the real conditions existing in that "Promised Land." There was no work for them there, and if there was, the pay was nothing like it had been represented, and so forth, and thus many of those who had gone to Canada, after resting in Hongkong en route back to India. Upon hearing all these things, those who had come as far as Hongkong immediately took the bull by the horns, so to speak, and altered their destination to Panama, to work on the Canal, while others not so intrepid, cancelled their passages to Vancouver, and returned to India, to their homes, to their families, and to their old labours. The cause of all this, we learn, is the result of certain representations which have been made to the Government, by Mr. Macpherson, M.P., who, it might be said, has just returned to Ottawa after a tour of inspection through the Dominion. In consequence of Mr. Macpherson's observations and reports to the Government, says the *Panama World*, restrictive legislation will be introduced next month—that is November, "the Government being fully alive to the gravity of the situation" brought about by what Mr. Macpherson terms the "Sikh invasion." The authorities at Ottawa, said Mr. Macpherson, in an interview with a representative of the *World*, do not want that kind of people here, and do not intend to have them. Existing machinery, it has been found, is not sufficient for the purpose of preventing the influx; consequently machinery has to be provided, the machinery taking the form of an amendment to the Acts governing immigration. The conservative press in the east is practically a unit in declaring for the open door for the natives of India, and some have been filled with indignation, saying that they are aimed at myself and others, who are the ruined to give British Columbia a chance of being a white man's country. Every word as to the practical evils which these restrictions will calmly set on foot on this community, is answered by the parrot cry, "They're British subjects like ourselves." They're not like ourselves. That's just the trouble. But, of course, people who could not see why we should not extend the blessings of civilization to the Chinese are equally unable to see why we object to having other Orientals quartered among us. Q. it so, but when the far-reaching cry for labour for Canada, some years ago, was heard there was no note of warning that British subjects' natives of India, would not be acceptable. In excluding the Indian the Dominion Government is pursuing a very shortsighted policy, and Mr. Macpherson evidently knows it, not when he says what he says, but when he says that the Indians make excellent farmers, labourers, foresters, and agriculturists. It is therefore difficult to understand how such a class can be "not wanted" anywhere where there is country to be opened up, cultivated and developed for the use of man.

JAPAN'S TRADE ON THE PACIFIC.

In view of the rapid strides which Japan is making in all directions, and her avowed intention to control the shipping of the Pacific, it is interesting to read the remarks of Mr. H. B. Miller, who, until lately, was the American Consul-General at Yokohama. Mr. Miller stated that in a perfectly legitimate way Japan will surely corner the commerce of the Pacific Ocean. "In later years the American people will

see what Japan has accomplished in control line the Pacific trade and wonder how it happened. It is natural that Japan, with its cheap labour, ability to build good vessels and furnish them with good navigators and sailors, and aided by Government subsidies for building and for the maintenance of steamship lines, should capture this trade. The English are the chief sufferers through Japan's policy. Of course it is also a menace to the commerce of this country on the Pacific, but what can the United States hope to do against a country which encourages the merchant marine by cash bonuses for building and operating, and where every family owns stock in all of the steamship lines so that the Government and the proprietors work together? The Consul-General went on to say that at the present time the Japanese have branch lines to nearly every port in the world, and their schedules are as regular as clockwork. He proceeded to give sound advice to his countrymen regarding the steps that should be adopted to retain their position as a shipping power on the great waterway of the East and said: "What the United States should do is to look out for its commercial interests in Japan. It is of especial interest to the Pacific coast to urge this. The Oriental trade means much to this coast, and conditions in the Far East should be watched. I am not criticising existing conditions but with the force the United States Government allows us now we are unable to cope with commercial problems in addition to the diplomatic work. What is needed is a commercial attaché at Yokohama and one at Shanghai. Other governments have such attachés to their Eastern colonies. The business of these men is to watch trade conditions and keep their countries thoroughly informed as to what is going on there. Great Britain has long recognised the importance of having commercial attachés at the principal foreign ports of the Far East, and it was only recently that Sir John Jordan, the British Minister to China, decreed that the commercial attaché should spend six months every year at Shanghai. But no matter what is done, it will be impossible to restrain Japan in her fight for the supremacy of the Pacific. She has the money, the men, and the personality to carry out her schemes and all commercial dealings are sedulously encouraged and financially supported by the Government. No doubt the English have been the chief sufferers so far as the result of Japan's energy, but America's time will come and that within the next few years. Fortunately, the fact that Japan is a serious competitor is already recognised, so that a defensive policy may be adopted by those interested in the shipping of the United States."

THE CANTON LEPROS.

In our last evening issue we published an appeal from the Rev. C. H. McNeur, on behalf of the lepers of Canton. The work of taking care of the lepers is no mean or irresponsible task, but it is cheerfully performed by that gentleman, with his willing workers. This class of people is quite unable to work for a living, and therefore are forced to beg as mendicants, or to live by means of support being the charity doled out to them by those who have made it their life-work to do into the lanes and slums to find and help these poor folk who are unable to help themselves. As the Rev. Mr. McNeur says in his appeal for assistance: "None need help more! Diseased, maimed, outcasts from society, poor and ill-dressed, surely they appeal to all who have in them the milk of human kindness." Even when the kindness of summer heats their suffering, we see, and yet very many die for lack of the necessary sustenance to hold body and soul together. But how that the wind blows chill from the direction of the White Cloud Hills and the better-off Chinese appear in their cotton-wadded garments, the state of the poor lepers is wretched and pitiable in the extreme. During last year Mr. Beattie did much to relieve the terrible sufferings and misery, and brighten the almost unendurable life of these unfortunate, by means of a general distribution amongst them of rice and clothing, and such other necessities as the individual cases called for. But this work was not done without the generous co-operation of sympathisers both in Hongkong and Canton, and when it is learned that during last year over 600 lepers were fed and clothed, the urgent necessity for the continuance of that co-operation, by furnishing funds for the work, is at once made clear. The work is a very good one and deserves all that the charitable can do to enable the workers to continue it, as on their charity depends the life or death of these most miserable of earth's creatures.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI RACES.

COLD AND WINDY WEATHER.

(From Our Own Correspondent.)

Shanghai, 5th November, 2.45 p.m.

The annual meeting of the Shanghai Jockey Club was opened, in presence of a large attendance of spectators, to-day.

The weather is cold, with sharp gusts of wind sweeping across the course.

THE MIKADO'S BIRTHDAY.

GRAND REVIEW AT TOKYO.

BALL GIVEN BY VISCOUNT HAYASHI.

(From Our Own Correspondent.)

Shanghai, 5th November, 2.45 p.m.

In honour of the natal anniversary of the Emperor of Japan, a grand review of the Tokyo Garrison was held.

Viscount Hayashi, Minister for Foreign Affairs, gave a brilliant ball and reception at which all the Japanese celebrities and Europeans of prominence attended.

MANCHURIAN EXPORTS.

SCARCITY OF RAILWAY TRUCKS.

BEANS ROTTING IN THE RAIN.

(From Our Own Correspondent.)

Shanghai, 5th November, 2.45 p.m.

Owing to the heavy demands made by the military authorities for freight

trucks required for the transport of military equipment, the export of beans has been practically at a standstill in some parts of Manchuria.

It is stated that beans have accumulated in enormous quantities at stations along the South Manchurian Railway.

As a result of the heavy rains the beans are rotting away and much will be utterly useless.

ANTI-FOREIGN CHINESE.

ENGLISHMAN MURDERED AT PEKING.

(From Our Own Correspondent.)

Shanghai, 6th November, 3.30 p.m.

An Englishman, named Pless, was found murdered at Peking on Saturday.

It is presumed that the deed was committed by disaffected Chinese.

ANOTHER SHANGHAI OUTRAGE.

TWO FOREIGNERS ASSAULTED AND MALTREATED.

TAOTAI'S AID SOLICITED.

(From Our Own Correspondent.)

Shanghai, 6th November, 3.30 p.m.

On Saturday, two foreigners left Woosung on a walking trip to Shanghai.

They had proceeded well on their way when, on Sunday evening, they were assaulted and maltreated by a gang of villagers.

One of the foreigners was bound hand and foot and thrown into a creek.

The other escaped from his assailants and hid in the paddy fields all night.

Representations have been made to the Taotai on the subject.

JAPANESE CAVALRY RACE 'O FUKUSHIMA.

(From Our Own Correspondent.)

Shanghai, 7th November, 10.20 a.m.

The cavalry race from Tokyo to Fukushima, a distance of 150 miles, started on the 5th inst.

BRITISH CONSUL AT MUKDEN.

SELECTING SITE FOR NEW CONSULATE.

(From Our Own Correspondent.)

Shanghai, 7th November, 10.20 a.m.

Mr. Fulford, British Consul, has arrived at Mukden for the purpose of selecting a site for the new Consulate there.

GERMANY AND KOREA.

EMPEROR GIVES AUDIENCE TO GERMAN ADMIRAL.

(From Our Own Correspondent.)

Shanghai, 7th November, 10.20 a.m.

Admiral Breusing, who is in command of the German Squadron, has been received in audience by the Emperor of Korea.

EMIGRANTS IN PERIL.

JAPANESE VESSEL REFLOATED AT HONOLULU.

(From Our Own Correspondent.)

Shanghai, 7th November, 10.20 a.m.

A telegraphic despatch states that the Japanese emigrant steamer, which grounded at Honolulu, has now been refloated.

An American warship went to her assistance and successfully towed her off the rocks.

"IWATE'S" NARROW ESCAPE.

DEMENTED BLUEJACKET'S IDEA.

CAUGHT IN THE ACT OF BLOWING UP THE VESSEL.

(From Our Own Correspondent.)

Shanghai, 7th November, 10.20 a.m.

An extraordinary incident is reported to have occurred on board the Japanese cruiser *Iwate*.

A bluejacket, who had suddenly become insane, was arrested while in the act of setting fire to the magazine of the vessel.

WEIHAIWEI GOLD.

PROPOSAL TO INCREASE OF CAPITAL.

(From Our Own Correspondent.)

Shanghai, 9th November, 8.5 p.m.

An informal meeting was held yesterday to consider the position of the Weihaiwei Gold Mining Company, Ltd.

It was considered that the proposal to increase the capital was preferable to the plan that they should go on prospecting without funds.

* Received too late for publication yesterday.

RAGING FIRE IN CANTON.

SHAMEEN IN GRAVE DANGER.

OVER A HUNDRED HOUSES ALREADY DESTROYED.

(From Our Own Correspondent.)

Shameen, 8th November, 4.40 p.m.

A disastrous fire is raging opposite the Shameen.

Over a hundred houses have already been utterly destroyed by the flames.

A strong wind is blowing, with the result that sparks are flying far and wide, threatening danger to buildings in the vicinity.

At one time grave fears were felt that the fire would spread to the Shameen itself on account of the ferocity of the fire and the profusion of sparks.

Fortunately, the direction of the wind changed and the fire was diverted to another quarter.

The Shameen is in no danger now.

In the section which is being devastated by the flames there are many Chinese houses of exporters, having trade connections with European firms. Among these which may be mentioned are the offices of the China Merchants, Watson's Chinese department, Hing Kee & Co., and the Mutual Stores besides other well-known establishments. It may be remembered that this district was not many weeks ago the scene of a serious outbreak of fire which also did considerable damage.—Ed. H.K.T.]

A DISASTROUS CONFLAGRATION.

MESSRS. SHEWAN, TOMES & CO.'S GODOWN'S NARROW ESCAPE.

(From Our Own Correspondent.)

Shameen, 8th November, 8.11 p.m.

The fire opposite Shameen, reported in my earlier telegram of this afternoon, is still raging fiercely fanned by a strong breeze which makes the task of fighting the flames most difficult.

All the Chinese houses of ill-fame, the numerous restaurants and the faint gambling houses, in this quarter of the city, have been burnt.

It is reported that about five hundred houses, in round numbers, have been destroyed.

The godown of Messrs. Shewan, Tomes & Co., on the Shameen side of the Canal, had a narrow escape.

One of the sparks from the burning buildings opposite ignited a window of the godown. The fire was promptly extinguished, however, before any damage had been done.

The safety of the foreign settlement at Shameen is, fortunately, not now threatened.

Marines from the foreign gunboats in port have been landed and are working heroically in combating the flames.

Although no definite estimate can be formed yet of the loss by the devastating fire, it can be safely put down at over a million dollars.

No report has been made up to the present of any lives lost.

The origin of the fire is unknown, as seen from the "PAUL BEAU."

A representative of the *Hongkong Telegraph* called on board the *Paul Beau*, which arrived from Canton last night, and which left Canton at 6.15 p.m. There he was informed that a big fire broke out in the district of the cook-shops at 4 p.m., and was still raging when the vessel left.

They were unable to state how many houses were burnt up to the hour of leaving, but estimated it at between 60 and 70. The fire was burning fiercely.

MANCHURIA BOUNDARY COMMISSIONERS.

THE FIRST MEETING.

(From Our Own Correspondent.)

Shanghai, 9th November, 8.5 p.m.

The Manchuria Boundary Commissioners held their first meeting at Nuchiatun on Thursday.

One of the principal questions under consideration was the site of the railway station at Changchun, which is the connecting link between the Russian and Japanese railways.

It is proposed to establish a custom house there in the near future.

* Received too late for publication yesterday.

WHAMPOA RAILWAY
SCHEME.

CREATING A NEW PORT.

HONGKONG'S RIVAL OF THE FUTURE.

[From Our Own Correspondent.]

Canton, 4th November.

All arrangements in connection with the building of the Canton-Whampoa railway have been left in the hands of Mr. Chang Pat See, ex-Minister of Railways and Mining. It has been decided not to utilise Government funds to build this road. A company styled the Canton-Whampoa Railway Company has now been formed and has been duly registered at the Board of Commerce (Shanghai), in Peking. A set of twenty-one regulations governing the working of the company has been drawn up and a commencement is now being made with the necessary arrangements. It is estimated that the cost of the building of this railway, purchase of land etc., in connection with it will be somewhere between 800,000 and 900,000 taels. Mr. Chang has made arrangements to raise the sum of 200,000 taels to start the work. The capital of the concern is to be allotted in 8,000 shares of 100 taels each, to be taken up by Chinese shareholders only. The prospectus of the company has been forwarded to Chinese residents abroad in different countries. It is now reported that all necessary arrangements as regards the proposed route, purchase of materials, etc., are about completed, and only a few small matters have to be decided when H.E. Viceroy Chow Fu arrives in Canton.

Affairs in connection with the opening of Whampoa as a port of trade have also been left in the hands of the above gentleman, but as the railway is first to be built, this matter holds secondary importance. Nevertheless, the services of a foreign surveyor have been obtained and this latter gentleman reports that the nature of the surroundings, etc., will make Whampoa an admirable port. It has been ascertained that the river in this part is some tens of feet in depth and will admit large vessels to trade, and the formation of the locality affords excellent anchorage. Plans and specifications of the proposed port have been drawn up and detailed and have been handed over to the Viceroy for perusal, with the request that the Excellency might hand the same to the Shanghai Peking railway company. As soon as the railway is completed this work will be pushed on as fast as possible.

The *L. & C. Express* to hand by the mail contains the following editorial on our recent article on the possibility of Whampoa rivaling Hongkong upon the completion of the railway from Canton to that port:

We notice in a recent issue of the *Hongkong Telegraph* a somewhat alarmist article, in which the writer comments on the near possibility of Whampoa taking the place of Hongkong as the chief port of trade for Southern China. It is pointed out that one of the proposed lines of the recently formed Kwong Hai Railway Company is to connect Whampoa and Canton, thereby linking up with the trunk line from Canton to Hankow. It is assumed that this would of necessity take away from the importance of Hongkong as a distributing centre, transferring to Whampoa the central trade position held by our great Far Eastern Colony. We shall believe in the transfer when we see it as an accomplished fact, and not before. In the first place, Whampoa is on Chinese soil, and as such is liable to all the disabilities emanating from the control of Chinese officials. In the next place, Hongkong owes its position as a distributing centre to its being under the exclusive guardianship of the British Government—a Power which is absolutely honest, and which owes as its servants entirely and incorruptly and undelivered by contact with Chinese officialdom. The port is quite free, has the fullest facilities for the rapid transshipment of goods, and gives the importer the immediate choice of southern or northern markets. Where the case is so clear what advantage Whampoa can offer in competition. Once the Canton-Hankow railway line is in thorough working order there will no doubt be a certain amount of trade passing through the Southern capital for the heart of China—and specially for the Yangtze Valley—but it is not likely that Whampoa can attract much of this traffic. The direct route will be Hongkong-Canton-Hankow, and the river steamer should be quite able to furnish facilities for all the through cargo. Any unloading of vessels at Whampoa is extremely unlikely, and if it is broken, it can be better clear at Hongkong or Canton than at a third port, the only excuse for the existence of which would be the rapacity of the Chinese authorities. Our Far Eastern Colony, standing girt in a silver sea, is quite able to give all the transshipping facilities that are necessary, and if trade must be hampered at all it had better be at Canton, where distribution must of necessity be rapid and to a certain extent, undelayable.

THE ARTS AND CRAFTS
EXHIBITION.

WILL BE OPEN TOMORROW.

The Hon. Secretary informs us that the exhibition, by the kindly thought of H.E. the Governor, will open at 3.30 p.m. tomorrow, Sunday, 4th November, and close at 9.30 p.m. Licence has been granted by courtesy of the Hon. the Colonial Secretary.

A Sacred Concert is being arranged by the Secretary with the West Kent Band.

A FAITHFUL PUBLIC SERVANT.

RETIREMENT OF MR. C. F. SIMONS.

After forty years of service in the British Consulate at Amoy, as interpreter, clerk and assistant postal agent, Mr. Casimiro Pereira Simons has just been retired on a pension by the Foreign Office and has taken up his residence in Shanghai. A letter from Amoy states that Mr. Simons received a very warm send-off from Amoy, crackers being discharged by his many Chinese friends and the staff at the consulate on the jetty at Kulangsu, while others in sampans accompanied him as far as the steamer. The members of the British Chinese Association presented Mr. Simons with a magnificent liqueur stand as a souvenir of his departure from Amoy, and the following extracts from a circular issued by Mr. L. A. Macdonald, British Consul at Amoy, show the esteem in which Mr. Simons was held by his colleagues. As a result of the circular a handsome souvenir was subscribed for and presented. The statement reads: "I am sure it is unnecessary for me to remind you how well known Mr. Simons of the good work he has done of unfailing courtesy and willingness to oblige the public, his perfect integrity and untiring labours. His loss will be severely felt by the public whom he has served so faithfully and as a duty which he has served so faithfully and as a duty which he has served so faithfully."

AN INTRIGUING WEDDING.

ALVARES-JORGE.

An extremely pretty wedding ceremony took place at the Roman Catholic Cathedral, Glenageary, at 11 a.m. yesterday, which united in the bonds of wedlock Miss Emilia Josepha Jorge, third daughter of Mr. F. J. V. Jorge, head of the firm of Messrs. Jorge and Company, and Mr. L. M. Alvares, head of the firm of Messrs. L. M. Alvares and Co. of the City of Paris, who, with her assistant, Mlle. Suzanne, went to the house of the bride to dress, and put the finishing touches upon her. The costume was completed by the usual tulle veil, and a shower bouquet of tube roses, stephanotis, orange blossoms, and maidenhair ferns, replicas of which were also carried by the bridesmaids. The bride wore a handsome diamond brooch, the gift of her mother and a pearl pendant, the gift of the bridegroom. The bride was accompanied by three bridesmaids—Miss Connie Jorge, sister of the bride, and two pretty little maidens, Miss Honey d'Almeida e Castro, and Miss Alvares, niece of the bridegroom, who made very dainty little flower-girls, while the bride's train was carried by two charming little pages, dressed in pale blue knickerbocker suits, with three-cornered hats. Master Sonny d'Almeida e Castro, and Master Silva Neto. The bridesmaids were very tastefully dressed in white *crêpe de Chine*, and each wore a very pretty gold brooch, the gift of the bridegroom. The bridegroom was supported by General Garcia, of the Portuguese army, who journeyed specially from Macao hither, to act as best man, and by Mr. F. N. d'Almeida e Castro, solicitor, as groomsmen. After the ceremony in the Cathedral, which occupied three quarters of an hour, the guests adjourned to "Villa d'Almeida," Mr. Jorge's residence, where the bride and bridegroom were welcomed by the happy couple's parents, where the health of the happy couple was drunk in bumper, the toast being proposed as a happy speech in humorous vein by General Garcia. A move was then made to another room in which the presents were set out, which consisted for the most part, of very handsome and valuable jewellery, which was very much admired. Later Mr. and Mrs. L. M. Alvares left for the Peak, where the honeymoon will be spent, and a perfect torrent of rice and old shoes. The bride's going-away dress was a very handsome tailor-made dress of pale grey cashmere, with a picture hat of the same colour, trimmed with ostrich plumes. The Viceroy's presence was also noted. From a spectacular point of view it was quite one of the prettiest weddings that have taken place in Hongkong for some time past.

Amongst the guests present were the Right Rev. Bishop Pozzoni, Rev. Frs. Gabardi and Alvares, Consul-General and Mrs. Romano, Commandador of the Portuguese Consulate and Mrs. Leiria, Consul-General for Panama, Mr. Fuller, Vice-Consul for the United States of America, Mr. F. D. Barretto, Consul for Mexico, Mr. and Mrs. Miss Hall-Britton, Mr. Lister, Mr. Brotherton Harker, Mr. Botelho, Consul for Nicaragua, Mr. and E. A. Carvalho, Mr. and Mrs. P. Nolasco da Silva, Rev. C. Alvares, Mr. R. Reyes, Leo, d'Almeida e Castro, Mr. and Mrs. C. Cabral, Mr. and Mrs. C. F. Carvalho, A. Weill, Jr. Garcia, Mr. and Mrs. N. Danenberg, Messrs. J. Danenberg, J. M. de Castro Basto, Misses Loureiro, Miss Cabral, Mr. F. de V. P. Soares, Misses d'Almeida e Castro, A. P. Gutierrez, Misses Alvares and Garcia, Mr. and Mrs. M. A. de Souza, and many other friends and relatives of the bride and bridegroom including some well-known Chinese gentlemen, friends of Mr. F. J. V. Jorge, the father of the bride.

LAND SALES.

At the office of Public Works Department this afternoon the following lots of Crown land were sold by public auction. The first lot put up was Marine Lot No. 203, situated at North Point, containing 49,950 square feet, and paying an annual Crown rent of \$688. This was sold to Messrs. A. S. Watson and Co. for \$17,662.

The next lot put up was Inland Lot No. 26 situated at Sham Shui Po, containing 22,000 square feet, and paying an annual Crown rent of \$194. This was disposed of to Shing Yip Tong for \$5,620.

The third lot offered was New Kowloon Inland Lot No. 27, also situated at Sham Shui Po, containing 11,310 square feet, and paying an annual Crown rent of \$98. This fell to the bid of Lee Kee at \$3,220. The bidding for the last two lots was very keen, being far above the upset prices.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st November.

LEVEL.	1905.	1906.
Tyiam...	2' 8" below	12' 0" above
Byewash...	28' 2" below	12' 0" above
Pokfulum...	9' 4" below	2' 0" above
Wong-nei-chong...	45' 2" below	2' 0" above
STORAGE GALLONS.	1905.	1906.
Tyiam...	364,135,000	402,300,000
Byewash...	nil	8,136,000
Pokfulum...	45,680,000	59,950,000
Wong-nei-chong...	nil	27,762,000

Total 407,815,000 468,050,000

Consumption of Water in the City of Victoria and Hill District during the month of Oct., 1906.

1905.	1906.
Consumption.....	122,375,000 131,684,000 gallons
Estimated population.....	230,500 235,500
Consumption per head per day.....	17.1 18.0 gallons

Consumption of Water in Kowloon Peninsula during the month of October, 1906.

1905.	1906.
Consumption.....	17,743,000 15,890,000 gallons
Estimated population.....	75,850 81,550
Consumption per head per day.....	7.5 6.2 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

THE MIKADO'S BIRTHDAY.

APPROPRIATELY CELEBRATED.

The Japanese Consul, Mr. Kumabe, had a very busy time on Saturday, that day being the anniversary of the birthday of His Imperial Majesty the Emperor of Japan. First came the reception of the Japanese subjects resident in the Colony, who were invited to the Consulate to perform the national and patriotic custom of placing before the portraits of their Imperial Sovereigns, the Emperor and Empress of Japan. Then came the reception, very largely attended, of the foreign Consuls, officials and others, His Excellency the Governor being represented by Captain Colman, A.D.C., the Commodore, and the General Officer Commanding the Troops being also represented, while the Consular Corps assembled in full force. But the feature of the day's entertainment was at home given by Mr. Kumabe, at his official residence in the afternoon, when nearly 600 guests called to pay their respects informally. The grounds were very tastefully laid out, and streamers of bunting floated from the house to the extreme limits of the lawns, while Chinese and Japanese lanterns were ever where in evidence, and lent a very attractive touch of Orientalism to the mise en scene. The Band of the 19th Battalion of Mr. E. Steadman, played a most attractive and entertaining programme of music during the afternoon, and the guests were pitched round the lawn and in these the choicest specimens of Japanese confectionery were offered for the delectation of the guests, with something more substantial for the guests of the sterner sex, who did not neglect to do full justice to the hospitality provided, while the little ones positively revelled in the midst of great trays of sweets, fashioned to represent, to the point of nature, every known bird. His Excellency the Governor was present, and he passed around from group to group, with one in his hand, showed his full appreciation of the entertainment provided, his appreciation being echoed on all sides, and many were the *Danish* heard as the delighted guests, at a late hour, took leave of their hosts and hostesses, to whom the pleasure of spending such an enjoyable afternoon was due. In the evening a fourth reception was held, when the pretty grounds were illuminated, and the promenaders on the lawns were able to listen to the delightful strains of the Band of Mr. E. Steadman, in addition to Mr. Kumabe, Mr. and Mrs. S. M. M. (N. Y. K.), Mr. and Mrs. T. Takamichi (Yokohama Specie Bank), Mr. and Mrs. T. Anma (O. S. K.), Mr. and Mrs. S. Tanaka (M. B. K.), Mr. and Mrs. K. Matsuda (T. K. K.), Mr. T. Matsuki (Taiwan Bank), Mr. and Mrs. T. Sakata (Yokohama Specie Bank), Mr. B. Mori (N. Y. K.), Mr. H. Nakayama (M. B. K.), Dr. and Mrs. Majima, Mr. T. Minami (Kusabe and Co.).

JAPANESE IN SAN FRANCISCO.

GROWTH AND CAUSE OF THE AGITATION.

The San Francisco correspondent of the *Osaka Asahi* had an interview with the Mayor of San Francisco on Tuesday, says the *Japan Chronicle* of 25th ult., and inquired his views on the public opinion in Japan and the protest made by the Japanese Consul against the exclusion of the Japanese children from the public schools. The Mayor replied that he was to send an answer to the Japanese Consul yesterday (24th). He did not think it was possible now to reconsider the question of the exclusion of the Japanese children. A special school for Japanese children, independent of that for the Chinese, may be established. The correspondent ventured to suggest that it would be inadvisable to establish special schools for the Japanese, even though independent of those for the Chinese, but the Mayor declared that he could not help it now, as the matter was already decided on. The correspondent is of opinion that the protest of the Consul and all other movements to reverse the situation may be of little avail.

According to a Tokyo dispatch, a lengthy telegram was received on Sunday by the Japanese Government from Mr. Uyeno, Japanese Consul at San Francisco, in answer to instructions issued to him ordering him to report on the anti-Japanese agitation and the exclusion of the Japanese children from schools in San Francisco. The Japanese Government, fearing that should the present agitation be passed unnoticed it may result in the severance of the existing friendship between the two countries, has issued instructions to a state of alert. The Japanese Ambassador at Washington, ordering him to call the attention of the U.S. Government to the events in San Francisco, with the request that it be given due consideration.

A certain responsible official in Tokyo is the author of a statement to the effect that contents of telegrams received by the Government in regard to the exclusion of the Japanese children from the schools in San Francisco, are identical with the particulars published in newspapers. From these particulars, it can be concluded that the agitation is connected with the coming election of 1907. It is also stated that there are even among the Americans, who place so much value on "liberty," some people who stir up anti-foreign movements. The Government is taking all possible means to reverse the situation. In America, it is pointed out, each State retains a veto, upon which the Central Government is not allowed to trespass, so that to lodge a protest in the Department of State would only be to distress the Washington Government without any result. The only effective means to reverse the situation is to appeal to the moral sentiments of the Americans, and put a stop to such unprovoked persecutions of the Japanese.

The reason given for the exclusion of the Japanese children is the inadequacy of the room in the American schools, but this cannot be held good, because no other foreigners but the Japanese have been excluded. This clearly shows that the San Francisco authorities direct their attention to the Japanese alone. The essential motive of the exclusion of the Japanese may be to seek the favour of labour classes, but the large growth of the Japanese influence after the earthquake goes a long way in arousing a feeling of misgiving and envy in a section of the American community. Such a state of things is confined to certain parts of California. Everything is very quiet in the district about Seattle. There is not the least sign of turbulence there.

A meeting of religious bodies held on the 27th instant at Oakland, and on the 20th instant of teachers in elementary schools in San Francisco unanimously adopted resolutions condemning the action taken by the authorities of San Francisco as improper. From these facts it can be concluded—what was stated in these columns at the beginning of the present agitation—that the anti-Japanese agitation is confined to only a section of Americans in California.

The Chinese Engineering and Mining Co.'s total output of the Company's share in the week ending 20th Oct., 1906, amounted to 21,964.8 tons and the sales during the period to 20,634.10 tons.

HONGKONG STEAM WATER
BOAT COMPANY, LTD.

ANNUAL MEETING OF SHAREHOLDERS.

The sixth annual meeting of shareholders in the above-mentioned company was held in the company's office, No. 13, Hotel Mansions, at noon to-day.

There were present:—Mr. G. C. Moxon (Chairman), Messrs. Duncan Clark, E. W. Terry, T. Wright, J. M. Murray, R. Fox, Dr. F. H. Kew and Mr. J. M. Kew (manager).

The notice convening the meeting having been read by the manager,

The Chairman said:—Gentlemen,—The report and accounts for the year ending 31st August, 1906, having now been in your hands some days, I will, with your permission, adopt the usual custom and take them as read. The accounts show a considerable diminution in profits for which the following causes are chiefly responsible. Firstly: Severe competition in the water business and consequent low prices. Secondly: General depression—a depression that has been common to this Colony in nearly all trades and businesses during the period under review. Thirdly: The high price of coal which existed until quite recently and an increase in the prime cost of our water. Finally, disaster in the form of the terrible typhoon which visited this Colony on the 18th September last which caused us considerable loss, I regret to say. Earlier in the year a serious accident occurred by one of our steam water boats when alongside a steamer in the harbour. One of our sailing craft was sunk in the typhoon referred to and I fear must be considered a total loss—although we have not entirely abandoned hope of effecting a salvage. Our aggregate loss from these last causes amounts to some \$5,000. We have had a remarkably unfortunate year and in consequence are unable to declare any dividend, but I hope that had times not been so bad, we may shortly return to prosperity, and that next year may enable us to lay before you a better report. As you will see from the accounts we have made a net profit of \$5,876 and I trust that the manner in which this sum has been dealt with may meet with your approval. Your fleet is now written down to a figure that may be considered a safe estimate of its present value and with the support we continue to receive from our many constituents I can see no reason to be pessimistic as to the future. It must be borne in mind that this water trade is of a somewhat speculative nature in so much that current prices have never afforded us a sufficient margin to allow of the insurance of our craft and as the past year has amply testified this is at times likely to engender smart loss. The volume of our business has not been very materially decreased by the appearance of an opposition company and I repeat that given normal luck there is no reason to suppose that this company may not return to a much more satisfactory position than is evidenced by the figures now before you. During this time of strenuous competition every effort is being made to keep down expenses of running, the consulting have never afforded us a sufficient margin to allow of the insurance of our craft and as the past year has amply testified this is at times likely to engender smart loss.

The Chairman replied that the company's waterboats were in good working order, and that it was necessary for them to keep down expenses. Mr. Wright said that a touch of paint would brighten them up. The manager replied that labour was dear, and that the typhoon had destroyed all the upper structure of the boats, but that their hulls were in good condition.

Mr. Wright said he had one or two questions to put to the chairman but they had already been answered in his speech. He had, however, a special question to put. The report said that the boats of the company were in good condition. How was it that they did not compare favourably with other boats? The Chairman replied that the company's waterboats were in good working order, and that it was necessary for them to keep down expenses.

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THE KING'S BIRTHDAY.

3rd inst.

It is notified in the *Gazette* that His Excellency the Governor will hold a Levee at Government House on His Majesty's Birthday, Friday, the 9th inst., at 10 p.m.

Each gentleman attending is requested to bring with him two cards with his name distinctly written thereon to be handed to the Aide-de-Camp in waiting.

The Judge, members of the Executive and Legislative Councils, heads of Government Departments, naval and military officers of above the rank of commander and lieutenant, colonel respectively, naval and military staff officers, consular-general and consuls are invited to be in the Levee room at 9.45.

It is also notified that Friday next will be kept as a public holiday in the Colony.

THE POKFULUM TRAGEDY.

CORONER'S INQUIRY.

The inquiry touching the death of Miss Emily Ellen Wade, a nurse girl, twenty-six years of age, whose body was found in the catchwater above the Pokfulum reservoir on the 30th ultimo, was opened at the Magistracy this afternoon, Mr. F. A. Hazleland presiding.

The following jury was empanelled:—Messrs. John Olson, A. Mackridge, and J. P. Douglas.

THE DOCTOR'S EVIDENCE.

Dr. C. M. Healey, medical officer in charge of the public mortuary, was the first witness to be examined. He said that on November 1st he examined the body of the deceased. At the identification Mr. G. C. Moxon was present. In witness's opinion death was due to drowning. There were no injuries or disease to the body.

HER EMPLOYER'S EVIDENCE.

Mr. G. C. Moxon, of the National Bank, said deceased was in his employ for about five years as nurse maid. Deceased was a very good girl, quiet in behaviour, and performed her duties well. Three years ago deceased was found dead in the catchwater above the Pokfulum reservoir. She was engaged to one Sergeant Thompson of the Naval and Military Police. Witness made inquiries about the servant and he discovered that the engagement was a suitable one, after some further inquiries.

Some time later deceased went home with witness's daughter, the engagement continuing. She returned to Hongkong about November, 1905, and in May, 1906, deceased told witness that her engagement had been broken off and she appeared to be very sorry about it, as she said she herself broke off the engagement. From time to time she expressed regret about the matter, and recently she informed witness that living in Hongkong was quite disastrous to her on account of the affair, and inquired of witness whether he would assist her in getting her employment elsewhere. Witness heard that a Mrs. Maitland was about to leave this Colony for Calcutta and needed a servant and witness suggested that she should go in their employ. Deceased appeared pleased at the idea and did join Mrs. Maitland on the 29th ultimo. On the 30th ultimo witness understood that deceased resided in the house of Mrs. Maitland about ten o'clock in the morning, and asked Mrs. Moxon for some information for her headache. She was constantly suffering from that trouble. She took the medicine and left almost immediately. On the morning of the 31st ultimo, Mr. Maitland informed witness that deceased had not slept in his house on the preceding night and asked where she was. Witness did not know and the police were communicated with. The next thing witness heard was that the body of a woman had been picked up in the catchwater, and it appeared to be that of his ex-nurse. He went to the mortuary the next day, and the body of that ex-nurse Wade.

Her Inspector Collett put in as an exhibit a letter found in deceased's trunk, addressed to Mrs. Moxon.

CAUSE OF DEATH.

This letter was read to the jury by the Coroner. It was as follows:—

To Mrs. G. C. Moxon.

Dear Madam,—I dread the idea of leaving you a darling & fresh in another situation, for I can't think how I shall get on with two children when I have my bad sick-headaches, for no other lady can have the patience to have my children, for I am so cross and disagreeable, my heart is not in my work and my place can easily be filled; the Japanese ayah will take the children as she has no other work. You and Mr. Moxon have always been most kind and good to me and I am sorry to be a most trouble, but I can't go on like this, I am so wretched and unhappy and I get more miserable every day, try as I may to live it down; unless one is happy I see no use in living. I must now tell you the truth. Mr. Thompson is not to blame in any way, as his fault is all on my side. Because he did not come to meet me one afternoon, I was so angry and thought so much of myself, I won't wait for any more excuses, so write and broke off the engagement, when if I had only waited I should have known he could not avoid coming. Because I was so hasty and unjust I feel I can never forgive myself, for I am devoted to him and could never care for another man again. I am alone as it were, no one depending on me, and nothing bright to look forward to, for a life of service is horrid, and death preferable to years of loneliness and self-reproach for the wrong I have so hastily done to myself and him. I think I am mad or nearly so. Please, Madam, see that my boxes are sent to my sisters, and will you please give Mrs. Talbot's nurse £1.6 I owe her. Also take out of my cabin trunk the things in my rain coat pocket. I owe you for my keys in my rain coat pocket. I have told my sisters what to do with the money I have in the bank of England—it will make up for what I have been sending home. Please give letter to Mr. T. privately. They will find me in the water down Pokfulum. Please do not be sorry for me, I am so unworthy, and made a mess of my life when everything was so bright. I am truly sorry to have been so different. I have such a dread of everything when I have left you. Only my letters home will be missed.

With deep gratitude to you and Mr. Moxon, I remain, Yours very respectfully,

(Sd.) EMILY ELLEN WADE.

My sister's address to send luggage:—

Mrs. G. Wilson, Bishopgate Street, Norwich, Norfolk, England.

THE WATER'S DEPTH.

Inspector Collett put in a number of photographs as exhibits and said that the depth of water where deceased was picked up was about seven feet.

ANOTHER LETTER.

Mr. Hazleland read a second letter which was also found in deceased's trunk. It was to her sister at home. It reads:—

In the event of my death I wish my sisters, Mrs. Howell and Mrs. Wilson, to divide my belongings between them and also the money I have in the Bank of England, and I staff them to give Mrs. Hunt £1, which I owe her for sewing.

(Sd.) EMILY ELLEN WADE.

(Hongkong.)

Mrs. C. Howell, 3 Kerrison Terrace, Kaitia Hill, Norwich, Norfolk, England.

LETTER TO HER LOVER.

A third letter, addressed to Sergeant Thompson, her sweetheart, was read in Court. It was to the following effect:—

(Strictly Private.)

Mr. W. F. Thompson,

H. M. Naval Yard, Hongkong.

My Own Darling Frank,—This letter is meant for you only to read, and I intend to write just what I think, for by the time this reaches you I hope I shall be at rest, for I am so wretched and unhappy. Since I wrote you that beautiful, unkind letter I have been most miserable. How I came to write it I cannot think, for dearest, believe me, I have always loved you in all sincerity and truth, yet I always felt I was not good enough for you, as you seemed so well educated and I so ignorant. Believe me, I did not mean what was written in the letter. I copied it from another one and never thought in my temper how unjust and cruel it was, and it did not apply to you in any way for in my eyes you are all that is good and just. My darling, how grieved I am to have insulted you can never be guessed. I always meant to be true to you and looked forward with joy to the future with you and yet I think I was mad to go and spoil it all without reason whatever. I have engaged to go to Calcutta with Mrs. Maitland, and yet I don't feel fit to go for I feel so weak and ill, with no heart whatever for the work I have to do. There seems nothing left to live for, without your life is a blank with no brightness whatever. I am a misery to myself and I'm sure no comfort to others. When I found you could not forgive me, I went out with Mr. Watson, thinking by so doing I could forget you, but impossible. My thoughts were always with you and so I had to stop my outings with him, for ever shall I love another man as I loved you. My darling, try to think kindly of me and to forget the wrong I have done so thoughtlessly. You hope I might prosper and have a bright and happy future. How could you wish come to pass when I had done you such a wrong? If you would like to have your ring you will find it in a camphorwood box in the right hand corner, near the top of my cabin trunk, also the brooch, but the photo is with others and I'm afraid you can't get it at all. I don't see how I shall be missed by anyone; my place can easily be filled, only my letters will be missed by my sisters. When you go to England, please, Frank, my dear good girl, I wish it as I do so want you to be happy in the future. The excuse I made to Mr. Moxon was that I had quarrelled with you. After being so hasty and rash I saw how foolish I was and did not know what excuse to make, and so I told her that, but now all the truth can be known, and people will say I am mad and they won't be far wrong. And now, my heart's own darling, I must say a last "good-bye," plenty to think kindly of me and remember that I loved you always and you only. By God's mercy I hope to meet you at that better land where there is no marrying, or giving in marriage, and so I will wait and watch if God will permit and forgive my sin. Good-bye, my own darling, in death and in life.

Ever your devoted and true,

(Sd.) EMILY.

The jury did not propose calling Sergeant Thompson to the witness-box. They were of opinion that the case was quite clear.

His Worship addressed the jury briefly, after which they retired to consider their verdict. After after minutes' consultation, the foreman returned a verdict of death, by suicide during a fit of temporary insanity.

THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

As showing the keeness of the controversy in Shanghai arising out of the proposal, which has since been adopted, to sell a part of the Dock Co.'s property to be converted into a Wharf and Warehousing Co., the following letters, in continuation of the series which has been reproduced in our columns, will be read by local shareholders with amusing interest. To the Editor of the

"NORTH-CHINA DAILY NEWS."

SIR—Logic would seem to be a commodity conspicuous by its absence among most women as well as among some men, and your correspondent "Fairplay," I fear, cannot be said to be specially endowed with this essential equipment for rational argument. My article signed "Warning" was certainly headed The Shanghai Dock and Engineering Co., Ltd., but beyond the mention of the name of the Company there was scarcely a word said in my article about the concern. My criticism was exclusively confined to an analysis of the financing, floating and prospects of the embryo Wharf and Godown Co., and I treated that concern as quite distinct from the Dock Company, for I cannot imagine that the idea could ever have occurred to the promoters of the new scheme to incorporate their scheme with the present Dock Company. The capital of the latter Company is already Tls. 5,700,000, and if an amalgamation were intended between the two Companies the total capital would amount to Tls. 7,400,000 provided Tls. 25 per share were returned to the present shareholders in the Dock Company. I need make no further comment on the absurdity of such an idea; its accomplishment would merely be a repetition of what took place six years ago when the three Dock Companies amalgamated and raised their capital by several million taels with results which are altogether too painful to dwell upon.

Having dismissed the innuendo of "Fairplay" that I harbour feelings of prejudice against the Dock Company, (the merits or demerits of which are not discussed in my previous article) I now come to the real point under discussion, namely, the financing, the manner of floating and the prospects of the new scheme. "Fairplay" will no doubt not be satisfied with my statement that the Dock Company shall be glad to receive a return of Tls. 25 on each share held by him, and my clients have authorized me to say on their behalf that they are willing to do the same. We do not have a great number of shares between us, but from information gathered I am inclined to believe that the majority of the shareholders in the Dock Company are of the same way of thinking. Well and good. If the wind blows that way the promoters of the new scheme will have to find the money, which may be a very simple problem for them to solve as far as it goes. That having been done I take it that the Dock Company has no more to do with the proposed Wharf and Godown Company, and that we each of us try to work out our own destiny according to our own light.

Now I cannot hope that "Fairplay" will believe me when I say that I was born with an innate feeling of love for the general public, and I have therefore an irresistible desire to warn the public every time I fancy I see something which is going to hurt them. My judgment may be wrong, of course, but you are aware of the vanity of man of my disposition; he will persist in believing that he is in the right until arguments as impregnable as the broadside of a Dreadnought are brought to bear against him. Now, I am of the opinion that the proposed new scheme will be a financial failure for many years to come (for arguments please see my former article); that the security offered to debenture holders is insufficient; that I fail to see how and where the promoters will get the money with which to pay the interest on the debentures during the first four years, and I therefore am bold enough to warn the public accordingly. My former article is the result of conviction, and it remains for you or someone else who has the new scheme at heart to refute my arguments, and I shall offer you, or them, a handsome apology for my presumption if you convict me. My arguments are surely not unanswerable, for I am already convicted of one error. You say that you are convinced that a Wharf Company could begin to earn money in under four years. So am I; but not this Wharf Company—I am, etc.

G. NIELSEN.

October 28.

To the Editor of the

"SHANGHAI MERCURY."

SIR—Will you permit me to add a few words to the very sensible letter of the "Wary Bird" which appeared under the above heading in your columns of Saturday last?

As a silent observer of the many different phases through which the much abused Dock Company has struggled during the past few years, I was somewhat surprised to learn from the circular issued, that level-headed men of business are still available for the purpose of propounding another, and if possible a more hair-brained scheme than its various predecessors, whereby the unfortunate shareholders are invited to quietly allow themselves to be short of the little won't left to them by former manipulators.

Of course, it goes without saying, that present holders of "Dock" shares will not refuse to accept Tls. 25 per share in hard cash for property, the disposal of which will not materially affect the earning power of the Company, but I think that contemplating investors in the new scheme would study the own interests by taking "Wary Bird's" advice to "look before they leap." The main points for consideration are—assuming the very improbable position that the scheme goes through, and that in the course of, say, three years, the new wharves and godowns are ready for occupation—Will the existing Wharf and Godown Companies allow the new concern to cut into their business unopposed? Is it not more likely that a tariff will result? And in such event, what chance will the newcomer have against such a powerful combination as the Shanghai & Hongkong Wharf Co. and the China Merchants?

Thanking you, Mr. Editor, for the courteous hospitality of your paper, and enclosing my card,—Yours faithfully,

Shanghai, 29th October 1906.

To the Editor of the

"SHANGHAI MERCURY."

SIR—It was, I think, Old "Commodore" Vanderbit who, in his usually shrewd way, once wrote, "You may fool some of the public all the time; you may fool a part of the public some of the time; but you cannot fool the whole public all the time." Which is why your prophecy of a few weeks ago has already been fulfilled, and why you signified that as a "speculator's bubble" has burst, and the speculators have withdrawn their cash offer, and propose to pay for the valuable property, they are desirous of acquiring—property, Mr. Editor, which in the opinion of the propounders of the scheme is worth "considerably more" than what they are offering for it,—can you guess what? paper in the new concern? I am not joking, Mr. Editor, though I am of the Dock shareholders would wish I was. I am giving you, cold, sober facts which the latest

bulletin about the health of the "sick man" of Shanghai imparts to the not-to-be-envied shareholders.

But enough of this scheme. It has not come down like a stick for it was too heavy and clumsy to go up like a rocket. Attraction of gravity was too much for it, and it has come down to its natural element, the earth, shattered and deprived of life. Peace be to its fragment. But, since a meeting has been convened, though its duties will be more of a burial party than that of a christening, may I be permitted to suggest to the Dock shareholders, that their interests could be served best, not by surrendering their property for paper—whether of value or not—not by taking cash for it and reducing their capital by that much, but by giving their directors a free hand in the matter of the sale, and instructing them to apply the proceeds to the improvement of their property by the introduction of modern machinery equal to the demands that are likely to be made on an establishment of the kind. In this way, and in this way only, could they look forward to see their property become as valuable as it ought to be, and free it from the blight it has been suffering from through the machinations of jobbers and feather-your-own-bird sort of persons.

This suggestion has already appeared in your columns in a communication over the name of "Shareholder," but as it is very pertinent and made in the best interests of the Dock Co., I have taken the liberty of repeating it here, thinking that the unfortunate Dock shareholder could not be too often told what would best promote his welfare.

Thanking you in advance for your indulgence for this, and begging to enclose my card,—Yours faithfully,

WARY BIRD.

To the Editor of the

"SHANGHAI MERCURY."

SIR—I have read with interest the correspondence under the above heading, both in your paper and the N. C. D. News. As this new scheme concerns not only the shareholders of the Dock Co. but the public of Shanghai, I would like to make a few remarks. The scheme is not, I think, quite so "hair-brained" as Mr. "One of the Public" and others try to make out and I don't agree with him that this scheme is to get "a little more wool" from the shareholders. One has only to glance at the list of provisions directed to be sought standing names, three heads of large shipping companies (not agents) and three heads of large wharves which have great business at the wharves; surely these names mean that this new concern will have good support.

Regarding the flotation of the new Co. as the promoters are confident of being able to raise the money, it will be better to wait until the meeting and hear what the promoters have to say on the subject than to express my views. No doubt, at the present, most of the shareholders feel they prefer the money to the piece of paper, but would you give "Wary Bird's" advice to "look before you leap," but I mean it in another sense as evidently the promoters expect help from the shareholders—and as the property evidently cannot be sold—the shareholders if they are not greedy may be like the little boy, i.e., get nothing!

Re the time before the new Co. can start earning money, the Old Dock property is practically ready for building godowns on and there is absolutely no reason why that portion of the property should not be earning money within 8 months. The floating property is different, but I understand this place can be made ready to start taking vessels within 12 months—so it is not very long to wait for a return on the money.

Now to competition, "One of the Public" asks "What chance will the new concern have against such a powerful combination as the S. and H. Wharves and the China Merchants?" I think it has decidedly the best chance in a tariff war. Does it not strike "One of the Public" that the present wharves are very much behind time in every respect and the good old bamboo still reigns supreme; he seems to have passed over what I consider is one of the most important things in the new scheme, the wharves will have the latest scientific appliances for handling cargo which, I think, Mr. Editor, you will agree with me, spells reducing expense, and if a tariff war should start, then, I take it, the new concern will be able to cut down the prices to a figure which will still give them a fair profit while the other wharves will be working at a loss.

Where this scheme will affect the general public is in the fact that it will be run by the directors and not by agents (who only work for their own ends) and these directors being composed of three shipping and three heavy mercantile men who have worked with one hand for the company and the other for the public who with these gentlemen will be the customers of the wharf.

Thanking you, Mr. Editor, for your kindness in allowing me so much space in your valuable paper, and enclosing my card,—Yours faithfully,

"ANOTHER OF THE PUBLIC."

Shanghai, Oct. 30th, 1906.

To the Editor of the

"SHANGHAI MERCURY."

SIR—For some time past Shanghai dailies are full of acrimonious correspondence under the above heading and so far arguments urged against the adoption of the new scheme seem to be too potent to be refuted.

But the letter of your correspondent under the heading of "Another of the Public" in your yesterday's issue, which I have read with interest, how much advocates argue upon assumed presumptions. Assuming for argument's sake that the whole scheme of the promoters of the New Wharf Company is adopted which is more than doubtful and that it will be in working order within twelve months, and even granting that the company will be in a position to work to advantage against the oldestablished concerns, one has to balance the probable gain against the greater loss likely to be suffered by the holders of shares in the S. D. & E. Co.

Your correspondent seems to compute the visionary large profits of the New Wharf Company on the presumption that Sh. & H. Wharf Co. and kindred old concerns are very much behind times in every respect and will watch the working of the New Wharf Company with perfect stolidity, overlooking the fact that these concerns will, if once they set to work, bring them much ahead of the New Company in no time. Even though the Provisional Directors of the new Company are made up of it, and leading in Shanghai, what guarantees there that they will continue as directors in the new concerns and lend their support in future?

We have noticed how the business of the Shanghai Docks is falling off. So far Messrs. Jardine, Matheson & Co., the agents of the I. C. S. N. Co., and Messrs. Melchers & Co. have been the chief supporters and patronizers of the above company and their representatives are on the board of Directors, and when they find that the object of the New Company, which is a part and parcel of the old concern, is to work against their interests, does it not stand to reason that they will continue their support to the Dock Company as heretofore? The gain, if any, to the proposed New Company will be more than counterbalanced by

the actual loss and depreciation to the old concern and what one has to see is the betterment of the Dock Company and its status on a more solid and lucrative basis. Each one for himself and the devil for the rest seems to be the motto and aim of the promoters of the new scheme of which I think the worthy Directors of the Dock Company are quite aware.

The present prospectus issued by the promoters of the scheme does not show the probable earning of the New Company in the capital of the prospective shareholders might be able to know what return they may expect to get on their investment. The absence of such information clearly shows that the promoters with the public to build their castles in the air.

Your correspondent need not contrast the management run by the Directors, as against that by the agents. Shanghai public have had before now full experience of the relative advantages and one need not hoodwink them any more. Thus far and no further must be the ruling principle.

Thanking you in anticipation, Mr. Editor, for the insertion of this letter in your valuable columns, I beg to enclose my card,—I am, etc.

BUSINESSMAN.

To the Editor of the

"SHANGHAI MERCURY."

SIR—Numbers have waited patiently to see some effort put forth to improve or investigate the causes that have maintained to place, our Premier Local Industry in its present undignified position.

Everybody thinks there is some cause and each individual shareholder has his own idea on the matter. Engineering and Finance unfortunately do not go hand in hand usually; which has my full concurrence, and it will be brought forward after this resolution has been seconded.

S. G. Farnham, Boyd and Co., Ltd., held for upwards of five years practically complete monopoly of all the work entering this port. The New Company is the only firm of any importance opposing them.

What has been the result? Desperation, displaying always a feverish and panic-stricken readiness to launch any scheme, however ill advised, so long as it offered any means to avert the inevitable downfall of this gigantic mismanaged concern. I am forced to use this strong term. Had the management been sound, the many schemes and proposals submitted to the shareholders could never have been considered for the lasting good of the company, they all tended to raise the capital without far the high tendency to do so.

All the proposals came from the Directors to cover the original mistake made in 1900, when the capital of the then existing companies was almost trebled! Who made this initial error? Most people will say the Managing Directors, because at this period in the history of the concern these gentlemen had the complete confidence of their shareholders. Under the circumstances what other action could the shareholders take than support the proposals as placed before them? Therefore, I claim that the blame does not rest with the shareholders.

The Directors know this and have been too ready, as I have already said, to listen to the professional speculator, and eager to grasp at any plan to save the situation.

I do not think it necessary to enlarge on the absolute necessity of reducing the capital, as late events tend to show that this is the intention in the wharf proposal now in view.

To proceed to other causes that have had their effect. As soon as the Oriental Dock Company was absorbed, the S. G. Farnham, Boyd & Co. staff at the "Young Dock" some jolly and others simply because they were "Inconers."

The Old Dock Directors being in the majority, they soon made it apparent that same treatment was to be administered to Boyd and Co.'s staff. It is well known what happened in less than two years.

This disguised feeling of animosity has been the main cause of bringing the strong opposition that opposes the Docks on every side to-day.

When Mr. Twentymann held the reins, his sympathies were entirely with his own men and the work was distributed to his own side of the establishment, so that the man in the street would know who was the power in the land.

Time brought about Mr. Twentymann's retreat and the other Managing Director got his mittens. Still, he did not prove himself perfect any more than his predecessor, with the change of government, his special sphere of the last thirty-six years is having its sway. It could be argued that any change in the Managing Directorate of a concern would bring about different methods. This we readily admit; still, it is the common talk and well known that these evidences of the change of power have existed.

Large sums of money have been sacrificed in this manner, not only in the Manager's office, but in the workshops as well. The competitive feeling of the days before the amalgamation has grown into a bitter animosity amongst the foreign foremen and native workmen brought about by the sway of power.

I have endeavoured to point out some of the main causes for the present predicament, i.e., Over-capitalization, mismanagement and want of harmony right throughout the whole concern.

Who are running the successful opposition in Shanghai, the men whom the dock shareholders have paid to and could ill afford to lose? Why is this? Mismanagement, nothing else.

In conclusion, it will be advisable to point out that the proposed wharf company is going to rob the dock company of the only property they have to enable them to compete with Japan and Europe for building river and coasting vessels.

Hanyang Iron and Steel Works will soon supply all ship quality steel required in this port as cheaply as it can be imported.

Why kill the docks by taking away their best asset? My candid opinion is to have no more schemes that do not tend to mend the three main causes; rectify them and the docks will soon work out their own destiny—I am, etc.

INTERESTED ONLOOKER.

FAIR EXCHANGE, NO ROBBERY.

To the Editor of the

"SHANGHAI MERCURY."

SIR—"It's a long lane that has no turning," and it really seems as though the holders of "Dock" shares have at last arrived at the turning point in their misfortunes. A pleasant little surprise reached them yesterday in the shape of Circular No. 2 informing them that the magnanimous promoters of the new famous scheme to relieve the Company of a portion of their surplus property, having conceived the happy thought that so much hard cash would sheltered never of the long suffering shareholders, have thoughtfully withdrawn their threat to pay them in Sycee, and will now allow them to take the amount in shares of the new Wharf and Godown Company!

"Anything for a change" as the herring said, when he got out of the frying pan into the fire!—Yours, etc.

Shanghai, 31st October, 1906.

THE WHARF AND GODOWN SCHEME.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the above Company was held at 26, Broadway, Shanghai, on 21st inst., for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.

Mr. John Prentice (Chairman) presided.

The Secretary read the notice convening the meeting.

The Chairman—Gentlemen, this meeting as you have heard has been called by thirty-eight shareholders and I believe Mr. Taylor is going to propose a resolution. Mr. Taylor!

Mr. Taylor—I will not propose it. Mr. Hogg will.

Mr. E. Jenner Hogg—I rise formally to propose the following resolution, of which notice has been given.—That the directors be and they are hereby authorized to dispose of the property known as the Old Dock, situated in Hongkong, and of part of the property situated between the Cosmopolitan and the International Docks, as lately advertised in the public press to a new company to be styled "The Wharf and Godown Company, Ltd.," by which each shareholder in the Shanghai Dock and Engineering Company, Ltd., shall receive one fully paid-up share of the value of Tls. 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ltd.—I am aware that an amendment is to be put, and I shall therefore not speak on this resolution. It is an amendment which has my full concurrence, and it will be brought forward after this resolution has been seconded.

The resolution was seconded.

Mr. F. E. Taylor—The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution as it stands to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me to move it, as redrafted, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment:—

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkong, and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,700,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfing, and that the consideration for such sale shall be the sum of Tls. 1,300,000 to be satisfied by the allotment issued to this Company or their nominees of 52,000 fully paid-up shares in the capital of such proposed company."

I now mention here that the second resolution, regarding the reduction of capital will not be moved, as we are advised that it is unnecessary and premature at this stage. It concerns a matter which may be left to the Directors, and which would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolutions, I wish to correct certain misconceptions, I might almost call them wilful mis-statements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does materialize it will not pay; and that even if it pays you can expect no return for at least four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more facilities for the storage and storage of cargo, he has conceived the idea of benefiting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the amended resolution the scheme will rapidly take concrete form, and I shall shortly lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. I am experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this scheme has been taken in hand with the object of benefiting the shareholders of the Dock Company, and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 63 of the Articles of Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means of carrying out the scheme, and have now brought forward a more definite and more comprehensive offer than the first one. So much potential wealth must not be wasted, and it would be altogether unreasonable if our desire to develop our property in the most profitable way were to give rise to antagonism or to the impression that we wish to enter into damaging competition with similar existing institutions. There are three ways in which this property might be dealt with. Under happier circumstances it might be used in the extension of our present business; but conditions I need not enlarge upon do not encourage this plan; besides, we have already told the public that we could secure a suitable offer. There are those who are anxious to obtain the property at their own figure, and who think that by waiting long enough they will succeed. In this I hope you will show they are mistaken. They would only purchase to make a profit out of the deal, and it would seem the wisest plan to dispose of it to ourselves and make the profit ourselves. This is what is intended by the scheme submitted to you to-day. It is proposed to develop this valuable property in such a way that the shareholders of the Dock Company will get the full benefit without being called upon to put their hands into their pockets. And that is the way it is proposed to carry out the idea. A new Wharf and Godown Company, entirely separate from the Dock Company, will be floated with a capital of Tls. 1,700,000 in 70,000 shares of Tls. 25 each, 55,000 fully paid-up

shares will be allotted to the Dock Company, and will represent a payment of Tls. 1,300,000 for the Old Dock and for 100 mow of waste land between the Cosmopolitan and International Docks. The remainder, 16,000 shares will not be issued until the business of the new Company justified or demand more capital. The actual cash for developing the property, up to the amount of Tls. 1,200,000 to be issued as funds are required; and the placing of these debentures will be the work of the Committee to be nominated by you. I am authorized to say that, once you have given the Committee the necessary authority, there will be no difficulty in this matter. The first question we have to ask ourselves is whether the amount to be raised by debentures will be sufficient to develop the property. Three independent sets of estimates have been drawn up, and we have selected figures rather in excess of the highest, so as to be on the safe side. We find that Tls. 400,000 will cover the cost of building six four-storied godowns on the Old Dock property, fully equipped with electric lifts, electric light, water supply hydrants, etc., as well of partially filling in the Dock, leaving a space for lighters to enter and discharge. The expenditure on the Cosmopolitan property will be Tls. 600,000, and will provide six four-storied godowns, together with wharves, rails, trucks, cranes, lifts, etc. This makes a total expenditure of Tls. 1,000,000 and leaves us with Tls. 200,000 for interest and contingencies. The next question to be considered is whether the enterprise will pay, and I may say that we have already received assurances of a considerable volume of business. In the Old Dock we shall have storage space for 2,700,000 cubic feet of cargo. The current rate for storage appears to average over one and a half tael cents per cubic foot. I admit that this is a rough approximation. Charges are made by the picul, cubic, cubic foot, etc., but I assume that they all bear some relation to the space occupied. I have here a list of charges, and judging from the rates per cubic foot, the average I have taken seems fair. Now assuming that our space is only half occupied, and that the rate is only three-quarters of a tael cent, the Old Dock property should earn Tls. 121,500 per annum. On the other side we shall have storage space for about 3,600,000 feet, which on a similar basis of calculation should earn Tls. 162,000 per annum, or a total for the two properties of Tls. 283,500. As the working expenses would be more than covered under ordinary circumstances by the dues paid by steamers, and by the storage in the open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. This, Gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it rests with you to decide whether you will sanction it. It will deduct nothing from the dividends you receive from the Dock Company, as the earnings of the Dock Company would be more than covered under ordinary circumstances by the dues paid by steamers, and by the storage in the open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. This, Gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it rests with you to decide whether you will sanction it. 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S.S. "HANKOW" FIRE.

FINDING OF THE COURT.

At the Harbour Office this morning an inquiry was held into the cause of the burning of the s.s. *Hankow*, on the 14th ult., at her wharf. Lieut. C. W. Beckwith, R.N., Marine, Magistrate, presided, and with him as assessors were Lieut. Henry Butlerworth, R.N., of H.M.S. *Tamar*; Captain Edward Butcher, of the s.s. *Empress of India*; Captain Colin Hannell of the s.s. *Serra Morena*; and Captain John Mattock of the s.s. *Amara*.

Captain Benjamin Roper Branch, Captain of the s.s. *Hankow*, stated that he left Canton on the night of the 13th ult., the weather being then fine. Nothing unusual occurred during the voyage. He arrived at his wharf at 3 a.m. on the 14th ult., and at 4 a.m. he had made fast his vessel to the wharf. There were seven European passengers on board as well as 350 Chinese, and 61 members of the crew. At about 3.15 a.m. he was standing at the door of the chief officer's cabin talking to him about the arrangements for the next trip, when the Portuguese and Indian watchmen went running along the starboard alleyway from aft reported "fire!" Witness said to the chief officer: "Come along and see what is the matter." He could not then see whether the fire was on the upper or lower deck. They went as quickly as possible down to the main deck, taking with them two fire buckets filled with water. There was great crush of Chinese passengers trying to get ashore both from the upper and lower gangways. On arriving on the main deck witness saw the fire coming up from the midst of a pile of matting. There was much smoke and the deck was on fire underneath. He then ordered the chief officer to screw on the hose. The fire extinguishing appliance was situated on the port side of the engine-room casing. Witness stated with the watchmen and endeavoured to pull down the hose, but he could not get it down. He then told the watchmen to remain there and try to regulate the passenger traffic through the main deck, to prevent panic. Seeing the rapidity with which the fire was spreading witness went personally on to the upper deck to help them in getting the hose quick. He met the chief officer on the port upper deck, who said the engineers could not get to the engine-room as it was full of smoke and fire, and they were therefore unable to start the steam pump. Witness told him to start the alter hand pump. Seeing the chief engineer coming out of the engine-room, he asked if it was possible to give him steam, and he said it was impossible, as no one could stay in the engine-room. Then he saw two lady passengers standing forward; they were very frightened. He went to them, and they asked if there was any danger. Witness said there was, and immediately took them to shore. He then went back to the fire. He noticed that nearly all the Chinese passengers had left the ship. He then found the fire had spread so rapidly that the Chinese third-class quarters were entirely shut off. The whole of the upper deck was on fire, and so the women's quarters were also shut off. He then went to the gangway and endeavoured to hurry up the passengers to get ashore. The fire went on increasing rapidly so witness had to get to the upper deck, going through the saloon to satisfy himself that there were no passengers left there. The smoke and fire had then penetrated to the ladies' cabin on the upper deck forward and finding it was hopeless to try to delay to get ashore, he returned immediately to the main deck and saved the ship and his own papers, but he could not get to them. The number of passengers who availed themselves of the opportunity to go ashore on the alarm, would be between 400 and 500. A lot of them had gone before the fire, and there was a constant stream, using three gangways until the end. The Chinese were allowed to use all the gangways. When alongside the wharf the fire arrangements were to couple up the hose so that they could reach to every part of the vessel. There were steam pumps and a water pump working. There was always steam for working the pressure. He could not say how many pounds of pressure he would get, but it was sufficient to cope with any ordinary fire. There were also Gossage's pumps which were used for washing the decks, and they could be used for fire extinguishing. They were fixtures on the deck, and were so placed that with a sufficient length of hose they could reach every part of the ship.

By the Court: Do you ever consider it necessary to exercise your crew at fire stations?

Witness: No, it has never been done.

The Court: Have you any printed fire regulations or instructions, fixed conspicuously about the vessel?

Witness: No.

The Court: Then how do you expect your crew, or officers to give any intelligent co-operation in the event of a fire?

Witness: The crews are constantly changing, so that it is impossible to train the men in any way, and the officers change about once every two or three months. In the event of fire the officers, who are continually on board, and in touch with the Chinese crew, would be able to at once get the crew to deal with any ordinary fire, as the pumps, as I have explained, are always in working order.

The Court: Was it possible for any stowaways to pull out any portion of the matting and then stow away, and cause the fire by carelessness without any one being the wiser?

Witness: No; they could not pull out any of the matting; they might stow on top with any one knowing, and then by carelessness in smoking might cause the fire.

The Court: How many connections from the engines could you get?

Witness: Three, one on each deck; the hose was kept quite near and handy to the connections.

The Court: Do you think if you had drilled your crew at fire stations, as is customary, they would have been any assistance to you in this instance?

Witness: No, I do not think so.

Continuing, witness said that efforts were made to couple up the hose, but it was impossible to do so owing to the thick smoke in the vicinity of the fire. He did not consider it wise at night, with passengers on board, to keep his electric lights on until morning. They had very good lamps on board.

Mr. Holmes, chief officer, said when the fire was first reported on the morning of the 14th ult., he was talking to the captain on the saloon deck on the starboard side, when the Indian watchman came running along and reported the fire. The captain then told him to come along and see what was the matter. They went aft on the main deck, and there witness saw flames about eighteen inches from the fire-hose, and witness made the necessary connection with the engine-room. He then followed the engineer down to the engine-room, on the lower deck, intending to use the length of hose on the fire-bracket which is situated on the outside of the engine-room casing. As soon as he opened the engine-room door a vast quantity of dense smoke rushed through, and they turned back, witness taking the length of hose with him, and making his way to the after end of the saloon deck, where there is a

Gossage pump. At the gangway he found the flames bursting out of the after saloon and he could see no further. Finding he could do nothing there he went on to the wharf to assist with the hose. There were no printed fire instructions on board the vessel. There were no fire-drills, but in the event of fire he would direct the operations himself. It was useless to drill the men, for they were never the same from one week end to the other; they were so constantly changing.

The Court: Have you any printed form of boat-station regulations in the event of abandonment of the ship, on account of wreck or fire at sea?

Witness: No.

The Court: Were all the gangways made available for use by the Chinese passengers, and, if so, how long after the fire started?

Witness: All the gangways were shipped in position before the fire broke out—about five minutes.

The Court: Could the passengers use all the gangways?

Witness: Not on the saloon deck; that was for the use of Chinese first class passengers.

The Court: But after the fire started?

Witness: Then all gangways were in use, and were used by all the passengers.

Some discussion here arose on the subject of stowing cargo on the same deck where passengers were carried, when the President stated that there was nothing in the local regulations to prevent it.

The second Officer was then called, and said he was just going into his room when he noticed a lot of smoke coming up from aft, and he went to see what it was caused by. As he went along the deck he met the Chief Officer who was trying to couple up a length of fire-hose to the fire. The fire was on the saloon deck when witness first saw it, as it had burst through from the lower deck. Witness then went to the saloon to see if there were any passengers there, so that he could help them ashore. He found there were none, and then made two attempts to get to his cabin to save his papers, but failed in both attempts. He then went towards the forward gangway and met the third engineer, whose cabin adjoined witness's, and who was also trying to get to his cabin to save his papers, but witness told him what the condition of that part of the ship was, and advised him not to attempt to reach his cabin. They then went ashore to lead a hand in any way they could. There were no fire regulations printed and hung up on board, and he had never seen any fire-stations drill carried out on board. There was a boat-station regulation on board, but he did not remember whereabouts on the ship he had seen it, but he thought it was in the saloon. When they had straw or matting as cargo, they have it carefully stacked up, to prevent passengers from getting on top.

The Chief Engineer said he came out in the *Hankow* in 1871, and rejoined her as Chief Engineer in 1883. He stopped the engine about twenty minutes before he reached the wharf. That is, he stopped stoking at about 2.30 a.m. to let the fire down. That would enable him to give 40 lbs. pressure on each fire-bracket, if he had been able to get to his engines. They generally switch off the electric light about twenty minutes after making fast, as that has always been the custom. They are only kept on to give the passengers light to get ashore. They have very good and efficient lights to take the place of the electric light on board. In the engine-room there were no regulations in case of fire, but communication with the deck was always open, for the purpose of co-operation. Steam was always available for pressure in the main boiler, and there was also a donkey boiler, and hand pumps. There was a speaking tube from the bridge to the engine-room, but it is more usual to send orders down to the engineers by messengers. On the morning of the 14th ult. witness went below, and met the second engineer, and told him to turn on the steam, and he found the place was full of choking smoke, so he had to return to the deck. Then the captain told witness it was impossible to do anything, and said he had better get ashore at once. The Chinese firemen had been on the ship a long time; some of them over ten years—they made the ship their home. They knew their work thoroughly, and knew what to do in case of any alarm. Witness had been in the vessel twenty years.

After the fifth adjournment the second engineer was called, and stated that he tried to get up steam, but it was impossible to stay in the engine-room, so he made his escape over the sideboards, and went on to the wharf, and there assisted in getting the water on to the vessel. Witness had been eight months on the *Hankow*, but he had never seen any fire or boat-station exercises in conjunction with the deck crew, nor had he seen anywhere on board any printed directions by which they might know where to go,—that is, which boat to go to, in case of fire or wreck at sea.

The third Engineer, sworn, said he had been on the *Hankow* two years. When the fire alarm was given he was asleep in his cabin. He was awakened by an unusual noise about 3.30 a.m. on the 14th ult., and went forward to see what the matter was. He found there was an alarm of fire, and so he tried to get back to his room to save what he could, but he met the second engineer who told him it was impossible to get back, and then he saw the whole ship was on fire. He saw he could do nothing, so went on the wharf to see what he could do there. He had never seen on board the ship any instructions which would tell him what boat to go to in the event of wreck, collision or fire at sea, should the vessel be abandoned.

Captain Branch, recalled, said he was perfectly certain there were no printed instructions on board the *Hankow* as regards fire and boat stations.

The Court: But one of your officers has stated that he had seen one—how do you account for that?

Witness: He must have been thinking of a former ship; he has only been on board a short time.

The Court: Is there anything unusual in carrying straw matting or braid matting on passenger deck?

Witness: No, it has been the practice for thirty years—it is a daily occurrence.

Have you any idea as to how the fire arose?

—No; all I know was that I saw the vessel on fire, but cannot say how it originated.

Is smoking allowed on that deck?—Yes; it is impossible to stop it amongst Chinese passengers.

THE FINDING.

After a brief retirement the President announced that the finding of the Court was as follows: We find that the s.s. *Hankow* left Canton on the night of the 13th ult., for Hongkong, Benjamin Branch, being master, and after an unsuccessful passage made fast to her proper moorings. The *Hankow*'s cargo consisted of raw silk, straw matting, and vegetables. The straw matting was stowed on the passenger deck aft. The *Hankow* made fast alongside her pier at 3 a.m. on the 14th ult., and then certain passengers went ashore, although the greater part remained on board, as is customary, until daylight. That at 3.7 a.m. the alarm of fire was first given aft, amongst some straw matting stowed on the passenger deck. Steam was then turned on by the master and officers to back it up, and put it out, using buckets pending the arrival of the fire-hose driven off

the main boiler, but without success, owing to the tremendous amount of smoke which found its way into the engine-room making it impossible for anyone to remain down there. That the vessel was well found in fire appliances, pumps, etc., which were constantly exercised for washing decks. The master and officers did all in their power to save life and property, but owing to the rapidity of the fire and the fierceness of the flames, without success. That the Fire Brigade turned out promptly and gave every assistance, supported by a naval pump and contingent under Lieut. Anderson, of H.M.S. *Flores*. That we, the Court, are of strong opinion that, as a precautionary measure, all cargoes of light texture such as straw-braid or matting, when carried, should be so stowed under hatches, or so blocked off or screened off, in such a way as to be impossible of access by any passengers. Also we consider the ordinary fire regulations and boat-stations should be hung up in some conspicuous part of the vessel in these river steamers, and that the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice, with the crew, and will take some fifteen minutes weekly, if properly organized. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life, by the master and officers under the circumstances. Therefore the Court absolves the master and officers from all blame.

MISSIONARY APPEALS TO CHINESE OFFICIALS.

SIR ERNEST SATOW'S REPROACH AND ADVICE.

We have received the following enclosure, through the courtesy of the British Consul-General at Canton, and as they are self-explanatory, it is unnecessary to do other than present them *intima verbis* to our readers:

H.B.M. Consul-General, Canton, 6th November, 1906.

Sir,—I am authorised by H.M. Minister to forward you for publication in your newspaper, should you care to print it, the enclosed copy of a Circular Despatch addressed by Sir Ernest Satow to H.M. Consuls in China, dealing with the subject of intervention by missionaries on behalf of their native converts.—I am, etc.,

R. D. MANSFIELD,
Consul-General.

The Editor,
"Hongkong Telegraph,"—Hongkong.

CIRCULAR.

H. B. M. Legation,
Peking, 31st August, 1903.

Sir,—Cases have come to my notice in which missionaries have addressed themselves directly to Chinese officials, either verbally or in writing, on behalf of their Chinese converts, instead of acting through the proper channel, which is one of H.M. Consuls or the head of H.M. Legation.

Such intervention, I presume, would be defended on the ground that some action has been taken in regard to the convert which is in violation of Article VIII of the Treaty of Peking.

It is necessary, however, to point out that missionaries are not accredited agents of the British Government for the enforcement of the Treaty, and Article VIII was not intended to confer upon missionaries any right of intervention on behalf of native Christians.

I do not see any objection to a missionary addressing the local Chinese authorities directly on any matter affecting himself personally, such as for instance robbery that has been committed at his house, or any similar private affair.

If, however, a missionary has to complain on behalf of himself that his teaching is interfered with, or that a Chinese preacher or convert has been interfered with or persecuted, his proper course is to lay the facts before the Consul of the district in which he resides, who after due examination will make such representations to the Chinese authorities as the case may require.

His Majesty's Consuls are not authorized to delegate their duties in this respect to missionaries.

I have reason to know that this view is shared by the managing bodies of British Protestant Missionary Societies who carry on Mission work in China, and I understand that it is accepted and acted on by most of the missionary bodies in China.

The fact that a missionary or the convert on whose behalf a complaint is made resides at a distance from one of H.M. Consuls is not sufficient reason for the missionary taking upon himself the duty of the Consul, and his intervention could only be justified when there was imminent danger of an extreme character threatening the safety of converts.

I have accordingly to request you to act upon what is laid down in this Circular, and to acquaint missionaries with its contents whenever it seems likely to be departed from.

I am persuaded that if missionaries uniformly refrain from direct intervention on behalf of native Christians, and confine their action to representing to H.M. Consuls cases of actual persecution, such a course will redound to the preservation of peace between converts and non-converts, and to the spread of a genuine Christianity among the people of China.

I am, etc.,

H. B. M. Consul-General, Canton,
(Sgd.), ERNEST SATOW.

THE ROYAL HONGKONG GOLF CLUB.

6th inst.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 2nd to 6th November, 1906. The following returns were made:

CAPTAIN'S CUP.

Li. R. M. Crosse, R.G.A., 93—10=80
Mr. T. B. Norris, 88—7=81
Hon. Mr. W. J. Gresson, 91—10=81
Hon. Mr. T. C. Gray, 97—9=88

MAY CUP.

Mr. F. Jager Heit, 103—13=82
Mr. P. Tester, 105—23=82
Major H. Broke, R.E., 105—17=83
Mr. J. R. Wood, 105—18=87

POOL.

Li. C. B. Down, R.G.A., 83—4=79
Li. R. M. Crosse, R.G.A., 93—10=80
Mr. H. T. Butterworth, 93—12=81
Mr. E. J. Grist, 83—12=82
Hon. Mr. W. J. Gresson, 91—10=81
Mr. A. Broke-Smith, 93—9=84
Mr. T. C. Gray, 97—9=88

*Winner of Captain's Cup.
*Tie for May Cup.
*Winner of Pool.

The next competition, for the Robertson Farewell Cup, will be held at Happy Valley from the 10th to 12th November, 1906.

HONGKONG TYPHOON RELIEF FUND.

7th inst.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions:

Already acknowledged... \$224,770.74

Proceeds Typhoon Relief Fund Entertainment... 1,355
Municipal Commission, Saigon... 1,000
E. Pabany... 1,000
Talat & Co... 300
Tuan & Co... 300
A. Ebrahita & Co... 250
M. H. E. Elia... 250
M. Mody & Co... 250
Cawajee Pallanjee & Co... 250
Phirozsha B. Petit & Co... 250
Hon. Mr. H. E. Pollock... 250
P. F. Talat... 250
C. Abdulla & Co... 201
Captain, Officers and Ship's Co. of H.M.S. *Terrible* and Gen. Sir J. F. Owen, K.C.B., and Staff... 187
Staff of Kowloon Docks... 156
R. S. Woonwalla... 150
C. A. Cammison... 100
Major Gen. Villiers-Hutton, C.B., Admiral of the Fleet, Sir Edward H. Seymour, G.C.B., O.M., G.C.V.O... 50
Hon. Mr. A. W. Brewin... 50
A. G. Cousis & Co., Cairo Maille... 44
Cigarette Manufactory L... 38
Officers H.M.S. *Exeter*... 34.45
Manager and Staff, Steam Laundry Co. Ltd... 35
C. M. G. Barrie... 35
F. Rahim and Co... 35
Capt. Fitzwilliams, A.S.C., 2nd Lt... 18.28
D. H. Cooper... 15
Underwood and Underwood... 10
Chief Engineer's Dept., Naval Yard, Additional Subscription... 8.1
Commander Comberville, R.N... 5.79
Miss Doherty... 5
Army Community... \$25.00
M. O'Brien Butler... \$25.00
Ho Thi... 25.00
Phwan Sian Tong... 20.00
J. Macgowan... 10.00
Miss L. N. Duryee... 10.00
Mrs. M. E. Talmage... 10.00
Miss M. E. Alvan... 10.00
Teck Han Cheong, Amoy... 10.00
Dr. E. N. Tribe... 10.00
Cuan Jie... 10.00
A. J. M. Fauque... 5.00
H. Thomson... 5.00
H. J. M. Anderson... 5.00
Miss M. E. Talmage... 5.00
P. W. Fisher... 5.00
Miss H. Lecky... 5.00
W. McGregor... 5.00

The following amounts received from the Tung Wah Hospital.

The China Merchants S.N. Company, Shanghai... 1,388.80
Chinese Merchants in Kampar, Perak Queen's College, 2nd collection... 361.26
Kwong Cheong Loong's subscription list... 199
Yu Wo Loong... 200
Sui Kee Fung Kee... 150
Fook Loong... 100
Lai Yuen... 100
Tong Lai Chuen... 100
Ho Ngok Lau... 100
Ka Lee To... 100
Anonymous... 100
Nippon Yusen Kaisha... 100
Wong Lun... 100
Li Ping... 100
Pang Shu Tung, Singapore... 100
Mui Fook Tong, Singapore... 100
Wai Yek Hospital, Tungloong... 50
Ng Hok Fong... 50
Anonymous... 50
Miss Lau Shi... 50
Yee On... 50
Yee Woo... 50
Wing Cheong... 50
Tak Cheong Loong... 50
A Ling & Co... 50
Heung Cheong... 50
Wing Sun... 50
Yee Sang Fat... 50
Kung Cheong... 50
Se Hing Loong... 50
Shau Cho Tong... 50
Man Yik Tong... 50
Yat Cheong... 50
Hang Yu Tai... 50
Fung Tang Kee... 50
Chun Loong Sang... 50
Tai Hing... 50
Woo Fung... 50
Kwong Wo Loong... 50
Tai Chan... 50
Yan Woo... 50
Yee Cheong... 50
Yee Cheong... 50
Nam Hing... 50
Hin Won... 50
Wing Fung Loong... 50
Chee Woo... 50
Cheong Loong... 50
Chap Yik... 50
Fook Cheong Hing... 50
Hing Kee... 50
Shun Shing... 50
Wing Cheong Shin... 50
Hang Hing Tai... 50
Compradore of R. R. Martz... 50
do, P. O. S. N. Co... 50
do, Yokohama Specie Bank... 50
Wong Shiu Kee... 50
Wo Lun... 50
Wang Fung... 50
Chau Yu Ting... 50
Li Kin Tong... 50
Leung Hin Cho... 50
Leung Ching Po... 50
Compradore David Sassoon & Co... 50
Compradore Bradley & Co... 50
do, Reuter Brockmann & Co... 50
do, E. Pabany... 50
do, Bank of Taiwan... 50
do, Hongkong, Canton and Macao Steamboat Co... 50
Compradore of Sander Wieler & Co... 50
Cheong Loong... 50
Mr. Lau Pang Shi... 50
Wong Lau Shi... 50
Wong Lau Yam... 50
Ching Cheong... 50
Shun Cheong... 50
Kwong Ching Wing... 50
Tai Chuen... 50
Lee Cheong... 50
Ying Lee... 50
Yee Cheong Loong... 50
Yu King Shu... 50
Ng Po Kwan... 50
Ho Cheong Yik... 50
Kwong Chan Hing... 50
Sun Kwong Loong... 50
Tung Yu Yuen... 50
Kwan Yuen... 50
Kwan Cheong Hong... 50
Hin Shon... 50
Kam Wo Chan... 50
Kung Fook Chan... 50

Mr. Wai Lan... 50
Tao Chiu Wo... 50
How Tak Cheong... 50
Fook Wo Cheong... 50
Wing Tung Hing... 50
Wing Cheong Tai... 50
Lun Loong... 50
Yuet Loong Chan... 50
Shun Loong... 50
Yu Loong... 50
Kwong Loong... 50
Sam Loong... 50
Wai Loong... 50
Hing Loong... 50
Lo Cheung Shiu... 50
On Hing... 50
King Ham Hing... 50
Kung Wo Cheong... 50
Wing Yee Cheong... 50
Sun Wa Loong... 50
Fung Shing Loong... 50
Kwong Wan Cheong... 50
Lok Nga Shun Fong... 50
An Fung Hong... 50
Anonymous... 50
Wang Cheong... 50
Miss Chung Shau Wa... 50
Lok Kwan School... 42
Man Fung... 40
Kee Mow... 40
Ho Ping Kee... 40
Kwong Shing Tai... 40
Kam Lee Yuen... 40
Wing Wo Cheong... 40
Yu Wing... 40
On Tai... 40
Sang Yuen... 40
Ku Yuen... 40
Sui Kee... 40
Kwong Yuen... 40
Ching Hing... 40
Kwong Cheong Yuen... 40
Tai Hing... 40
Kwong Wing Cheong Chan Shun Cheung... 40
Tye Yick... 40
Yee Shun Yuen... 40
Kwong Yee Hing... 40
Man Fook Cheong... 40
Ying Fat Yuen... 40
Hing Woo... 40
Hing Mow... 40
Ku Cheong... 40
Yuk Ying School... 38.50
Fook Yuen... 35
Nam Sun... 35
Kwong Cheong... 30
Chee Chung Wo... 30
Wing Cheung Kut... 30
Compradore of Siemens & Co... 30
Sang Cheong... 30
Sun Tung Cheong... 30
Miss Ma Shi... 30
Yee Hing Cheung... 30
Kwan Cheong Woo... 30
Kwong Shun Yick... 30
Kwong Yik Yuen... 30
Kam Loong Tai... 30
Kwong Sang Shing... 30
Kwong Woon... 30
Sung Fat... 30
Sam Yick... 30
Yung Ki Yuen Tong... 30
Compradore of S. J. David & Co... 30
Fook Yuen... 30
Wing Hop... 30
Anonymous... 30
Wing Sang... 30
Wo Loong... 30
Hang How Tai... 30
A Friend... 30
Wing Fat... 30
Chung Shing... 30
Kwong Shing... 30
Wo Fat... 30
Po Tai... 30
Hing Cheong... 30
Chun Mee... 30
Anonymous... 30
Tung Shun Wo... 30
Kwong Mow Loong... 30
Kwan On... 30
Hip Kut... 30
Hing Fat... 30
Nam Chui... 30
Fwong Han Wo... 30
Lun On Company... 30
See Cheong... 30
Kung Hing... 30
Kung Hing Fung... 30
Sun Shui Loong... 30
Chan Hing Chan... 30
Man Chan... 30
Po Yuen Kung... 30
Fook On Cheong... 30
Fook Loong... 30
Fook Hing... 30
Ching Cheuk Nam... 30
Chiu Lai Sang... 30
Sang Yuen Loong... 30
Wang Cheong... 30
Ho Ping... 30
Man Shun Wing... 30
Kwong Ching Cheong... 30
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Hing Fat... 30
Yee Cheong... 30
Tak Cheong Wo... 30
Tung Nam Tai... 30
Kung Fat Cheong... 30
Hang Wo Wing Kee... 30
Lun On... 30
Kwong Hing Cheong... 30
Yee Chun... 30
Man Hop Yuen... 30
Wing Tung Fook... 30
Wing Shun Wo... 30
Fung Yuen Hing... 30
Sui Ying Cheong... 30
Kwong Fook Cheong... 30
Kwan Chan... 30
Wing Shing Hong... 30
Kwong Cheong Wo... 30
Yee Hing... 30
Kwong Fung Yuen... 30
Kwong Yee Cheong... 30
Wing Mow... 30
Lee Ching Chan... 30
Kung Shun Cheong... 30
Kwong Fook Loong... 30
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Tsit Fook Tong... 30
Kwong Lun Wo... 30
Tung Tai... 30
Yee Wa Hing... 30
Kwong Hing Cheong... 30
Kwong Shing Cheong... 30
Lee Sang Wo... 30
Kwong Tai Yuen... 30
Him Yick... 30
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Hang Wo Cheong... 30
Yu Shing... 30
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Cheong Kee... 30
Nam Hing Loong... 30
Wo On... 30
Yu Sang Cheong... 30
Kwong Lun Tai... 30
Ying Fat Cheong... 30
Sui On... 30
Kung Wa... 30
Tung Cheong Shing... 30
Kwong Yat Cheong... 30
Sin Cheong Wo... 30
Hu Ku Yang Tong... 30
Yu Loong Hing Kee... 30
Siu Wing How... 30
Wang Sui... 30
Mrs. Hu Ho Shi... 30

Mrs. Mok Shiu Shi... 30
A Friend... 30
Chee Wo Cheong... 30
Ming Kang Toi... 30
Tung Hip Loong... 30
Tung Sun Yee Kee... 25
Tai Loy... 25
Cheong Shing... 25
Kwongkut Cheung... 25
Tee Hoo Nam... 25
Ying Yee Cheong... 25
Yu Shing Chan... 25
Cheung Kwong Yuen... 25
Yu Fung Loong... 25
Wa Hing Loong... 25
Hoo Cheong... 25
Wing Wo Cheung... 25
Compradore of Jensen & Co... 25
Compradore of Carlowitz & Co... 25
Yung Chak Ting... 25
Li Sui Ting... 25
Hon. Dr. Ho Kai... 25
Li Po Shan... 25
Sang Loong... 25
Hoo Loong... 25
Yu Shing Shun... 25
Wing On Tai... 25
Ching Loong... 25
Hoo Cheong Wo... 25
Miss Mok Shi... 25
Anonymous... 25
Yee Kee... 25
Yee Loong... 25
Chun Tai Kai... 25
Ho Shun Chuen... 25
Wing Yee Cheung... 25
Shun Cheong... 25
Li Wan Ku... 25
Dr. Pearce... 25
Compradore of National Bank of China... 25
Chan Loong... 25
A Friend... 25
Mai Lo Company... 25
Subscribers of from \$20 to 25 cts. each... 4,780.55
Yokohama Newspaper Office's 3rd subscription... 3,000
Sheut Shin Tong Charity Institution, Canton, 4th subscription... 293.40
Chan Kwan Yuk Tong... 100.50
Kwok Lai Tung... 50
Registrar General's Office subscription list... 35
Chu Oi Tong... 25
Ui Fong Yuen... 22.75
Lam King Sang... 20
Cheung Sing Toi... 20
Tang Ying Po... 20
Man Loong... 20
Fook Sang Pao... 20
Subscribers of from \$10 to 50 cts. each... 500.50
Tong Ching Po... 1,000
Chinese Merchants in Melbourne... 872.73
Hung Kwai Sow... 200
Man Lung Hing... 200
Man Shun Wo... 100
Tung Yue Hing... 100
Yue Cheong... 100
Tung Yuen... 100
Salt Farmers in Namhung and Kanchow... 100
Tak Lee... 100
Mrs. Hung Li Shi... 100
Chak Sum Shi... 100
Sheut Shin Charity Institution, Canton, 5th subscription... 75.15
In Ko Shing subscriptions... 52.50
Tang Hing, Penang... 50
Chan Wai Son... 31.95
Yee Wo... 30
Hung On, Canton... 30
Man Fong Lau subscriptions... 26.20
Chau Loon Lau subscriptions... 25.80
Yung Yat Nam... 25
Wong Luk... 25
Ko Lok Chak... 20
Cheong Fat Company... 20
Luk Ming Yuen subscriptions... 18.55
Koon Hoi Lau subscriptions... 10.50
Subscribers of from \$10 to \$1... 100.30

COURT ETIQUETTE

AND DILATORY LI IGANTS.

There was a great surprise in store for lawyers and clients interested in certain cases set for hearing in the Summary Court, before His Honour Mr. A. G. Wise, P.M. Judge, this morning. The gentlemen of the Black Robe were seated at their table, with their clients at hand; interpreters and ushers were in their places, the hour for the opening of the Court struck, and the usher went and announced to the presiding Judge that all was in readiness. "Give me the book," said the plaintiff's solicitor to his client.

"I have left it in your office," replied the plaintiff.

"Skat! Fly off and get it, chop, chop."

The plaintiff and the solicitor's clerk flew. Then entered his Honour the P.M. Judge, and took his seat on the Bench.

"I appear for the plaintiff, my Lord," said solicitor No. 1.

"And I represent the defendants, my Lord," spoke solicitor No. 2.

"Very well," said his Honour, "let's get on with the first case."

"My client is not here just now, my Lord," said plaintiff's representative.

"Where is he?" asked his Honour.

"He was here just now, my Lord; but he has gone out."

"Very good?"

"No, my Lord; he left his book in my office, and has gone to fetch it."

"Why did he not have it here?"

"I thought he had, my Lord, as I told him it would be required."

"Well, I am not going to wait here while he roams about the town. See if he is coming."

The lawyer rushed to the door, and in a few moments returned and said his client was not in sight.

"Then," said his Honour, "I am very sorry for you, but I shall dismiss all the cases in which your client is plaintiff, I see, with costs, and you can apply in Chambers on Saturday for their restoration to the file. I am not going to have the Court kept waiting in this way."

The absent man being plaintiff in all the three cases, and there being no others on the list for to-day, the Court adjourned until tomorrow.

Immediately after his Honour the P.M. Judge had left the Bench, the missing client rushed into Court, waving the missing book, the cause of all the trouble. But it was then too late, and a very crest-fallen solicitor and client left the Court, so doubly taking the lesson that they had received very much to heart.

But Court etiquette must be maintained and that the Bar must wait on the Bench, and not vice versa, is one of the first axioms for legal practitioners to commit to memory.

It is reported to have been finally decided that the battleship *Satsuna* shall be launched at Yokohama on the 15th of November. The vessel displaces 19,000 tons, measures 450 feet over all and has a beam of 80 feet, a draught of 22 feet and 23,000 horsepower. It is expected that the Emperor will be present at the launch, the *Satsuna* being the first battleship to take the water from a Japanese dock.

HONGKONG HOTEL FIRE.

EXTENT OF DAMAGE UNKNOWN.

Through the fusing of an electric wire, fire broke out in the premises occupied by Fairall and Company, Pedder Street, at about twenty minutes to yesterday morning. The policeman on that beat was the first person to notice the dense smoke issuing from the building and immediately gave the alarm. By this time the commotion that was caused in the street aroused the inmates of the hotel and considerable confusion occurred. Women and men, hastily dressed, dashed for the street all greatly excited. The fire brigade, in charge of Chief Inspector Baker, answered the call hurriedly, but before work could be started the back door of the burning premises had to be smashed to allow the firefighters to enter. The fire was discovered to be burning fiercely at one corner of the ceiling, and the firemen made a strong fight to keep the fire from working its way through the floor of the hotel, for if that had occurred no one knows what might have resulted. Gradually the fire spread and some of the millinery goods took fire and the smoke emitted from these was the means of greatly hampering the work of the firemen. Nevertheless, the brigade stood the test well and with their dogged obstinacy the flames grew less until they were entirely subdued. Then, and not till then, did the hotel guests, forgetting their appearance in the excitement, return to work. The damage done cannot at present be estimated, but practically the entire stock of millinery of Fairall and Company has been destroyed by fire and water.

Miss Fairall, who said she was the proprietrix of the firm, informed the *Hongkong Telegraph* reporter this morning, when he called for particulars, "that she was afraid she could not speak to reporters on the subject. He would probably get a damage done by the fire from her on the morrow." The shop appeared in a dilapidated condition this morning, and from the place where the fire was said to have started, the pendulous electric wires were greatly in evidence.

ANOTHER OUTBREAK.

An alarm of fire was turned in at Yau Ma Tei Police Station shortly after seven o'clock last evening, and the fire engine, in charge of Inspector Macdonald, responded to the scene. No. 161, Station Street, Mongkok—in a hurry, only to learn that their services were not wanted, the fire having been extinguished by the inmates, who were assisted by an Indian policeman. The fire, a very small one, was caused by a candle dropping an oil lamp on the staircase which took fire. The damage done was trifling.

SIR CHARLES DUDGEON.

The compilers of "Who's Who in the Far East" paid Sir Charles Dudgeon a distinct, though possibly an unintentional, compliment when they left his name out of their record of notabilities. That among our cosmopolitan community he has been for some years past the most conspicuous citizen few will deny, and that he has done more than win respect for his abilities has been proved by the warmth of the farewell tributes that have been paid to him this week, and culminated in the China Association's dinner at the Shanghai Club last night (9th inst.). One of the attractions of life to the foreigner in the Far East is that the severest competition in business interferes hardly at all with the friendliness of social amenities, but it is given to comparatively few to spend thirty years of their life here, to achieve distinction in all directions, and to be able to retire, while still in a vigorous prime, amid general and hearty congratulations.

Sir Charles Dudgeon arrived in the Far East in 1876 at the age of twenty-one. His long connexion with the firm of Liberty & Co., is matter of local and personal history, but the qualities which made for success there have been at the disposal of the community as a whole, and was Sir Charles' never sparing efforts for the furtherance of the welfare of the China merchant that inevitably came in for recognition last night. As Chairman both of the Shanghai General Chamber of Commerce and of the local branch of the China Association he was never content to be a mere figurehead and the carefully-prepared speeches delivered at annual and general meetings, valuable as some of these have been, were the least of his labours. There have been far more ready and eloquent speakers in the ranks of those bodies, but the very deliberation with which Sir Charles formulated his opinions and the direct terms in which he expressed them, with no ornamental finish, have lent them weight. None has been satisfied with an influence exerted only locally. The recent reinvigoration of the China Association at Home, due in part as it has been to the work of Mr. Gundry, has been also in large measure due to the prompting from Shanghai, and it is no secret that Sir Charles Dudgeon has hopes of infusing yet more energy into the body which alone can claim to represent, with any degree of force the united voice of British trading interests in this part of the world. The new conditions in China require very careful and expert watching, and the opportunities which should present themselves for the profitable employment of British capital are not to be allowed to pass, and the task of keeping the Foreign Office alive in those opportunities and the necessity of safeguarding them is as difficult as it is delicate.

That with all his concern for British interests Sir Charles Dudgeon is, and has been, a good friend to the Chinese is only to state that successful business relations require that bargains shall be satisfactory to both parties making them. The Mackay Committee's recent result, was an endeavour to reach conditions in a way which would be profitable alike to China and to Great Britain. It remains the basis on which subsequent treaties by other Powers have been negotiated, and although progress has been slow and has for the moment ceased altogether, it seems probable that any settlement, when it eventually comes, must be along some such lines as were there indicated. It need hardly be said here, which Sir Charles has shown his desire, to improve Anglo-Chinese friendship, notably as Chairman of the Executive Committee of the International Institute, now after long years of patient endeavour, beginning to exercise an influence in the land. For the reasons we have indicated the departure this week of Sir Charles Dudgeon from China, though it deprives us of a leader here, is not to be regarded entirely as a loss to British interest in China, and it is the expectation of the future that tempers in some measure the sadness inseparable from farewell.—N. C. D. News.

DEATH OF A YOUNG NEW ZEALANDER.

The death occurred yesterday, after a brief illness, of Mr. W. R. Craig, a young New Zealander, who had been employed for some time as an assistant in the firm of Messrs. Reiss and Co., Hongkong. Mr. Craig had been residing at the Peak but having suffered recently from an attack of dengue fever, with other complications, he decided to leave his summer quarters for the lower level. Accordingly he came to the city yesterday morning and made arrangements to resume apartments which he had previously occupied. In the afternoon he was found dead in his room. One of the sad features of the case is the fact that preparations had been made for his marriage to-morrow to a young lady who had just arrived in Hongkong from New Zealand.

THE MARQUARDT CONCERT.

A CHARMING ENTERTAINMENT.

Owing to pressure on our space last evening the account of the delightful concert given by Herr and Frau Marquardt at the Peak Hotel on Monday night had unavoidably to be held over with other local items until to-day. The concert given by these talented musical artists was a very great success from the point of view of the lover of harmony, and they were very materially assisted to that result by Mrs. Newborn and Mr. Geo. Grimble, a soprano soloist and an able and experienced accompanist, respectively, and both well-known to Hongkong concert-goers, though Mrs. Newborn's beautiful notes are not heard as often as her admirers could wish. The dining-room of the hotel had been transformed into a concert room for the time, and was fairly filled with an expectant audience. Nor were their expectations in any way disappointed, for from the first opening strains of Leonard's *Souvenir de Haydn*, admirably interpreted by Herr Marquardt, on the violin, accompanied by Mr. Grimble on the piano, lovers of harmony had a most unusual musical treat. Frau Marquardt proved herself a past mistress of the harp, and in her *Fantaisie elegante*, a spirited and excellently rendered solo, as well as in her duets, *Andante* and *Andante* with Herr Marquardt, she delighted her audience, who, of course, were not satisfied with the fare provided, but like Oliver, asked for more. Mrs. Newborn was, perhaps, never heard to better advantage than in her very expressive rendering of Gounod's *Ave Maria* with violin and harp accompaniment. This was quite the *piece de resistance*, and the vociferous demand for a repetition which followed the closing notes was only what was to be expected. The violin and piano, as man-pulsed by Herr Marquardt and Mr. Grimble, in several choice selections by Mendelssohn, Lott, and Schumann, were most enchanting to listen to, and showed most remarkable and consummate skill on the part of both performers. Frau Marquardt also delighted her audience with her "Fantaisie on Home, Sweet Home," arranged by herself, for the harp, but for various reasons was unable to respond to the call for a repetition. Mrs. Newborn was again very pleasing in *Tosti's Good-bye*, and in response to an *encore* sang *With you away*, with finished expression and spirit. Altogether it was a decided musical treat, and these clever musicians are to give one concert to-morrow night at the City Hall, no one should miss it who can possibly be present.

SALVING THE "SONSOGON."

SATISFACTORY PROGRESS OF OPERATIONS.

For some days past operations have been in progress by members of the Kowloon Dock staff for the refloating of the American s.s. *Sonsogon* which foundered off the Shearwater on the 18th September last. The wreck has since been sold to the Dock Co. for \$4,300 who are raising the wreck on their own account. The dredger *Canton River*, Mr. C. A. D. Melbourne, who heard the case, filed the first defendant \$25, the remainder being discharged.

CHINAMAN'S MYSTERIOUS DEATH.

FOUND UNCONSCIOUS IN BACK LANE.

A Chinaman, in an unconscious condition, and bleeding freely from the mouth, ears and nose, and with his left leg broken, was found by a police constable in a back lane at the rear of No. 181, Station Street, Mongkok, yesterday afternoon. The matter was communicated to Yau Ma Tei Police Station, and the unconscious man was removed to hospital. Some minutes later the police went out and arrested two coolies, who, they alleged, knew more of the matter than they chose to tell, for it was stated that prior to the unconscious man being found the two coolies were seen near by. They were immediately entered on a charge of maliciously causing grievous bodily harm. A note to the police from the Government Civil Hospital this morning stated that the man died at 8.15 o'clock last night, never regaining consciousness. The police were therefore unable to get the man's name or his dying statement. The charge against the two men now in custody will not be altered to that of murder, unless more light can be thrown on the tragedy, for as far as the case goes at present no one knows how the unfortunate man came by his death. In lieu of evidence the police are of opinion that the man did not meet his death through foul play, their theory being that the deceased while trying to gain admittance to one of the houses by means of a water-spout lost his hold while in mid-air and fell to the street. They will, nevertheless, hold the two prisoners until the inquiries they are now making are completed. The prisoners were placed before Mr. F. A. Hazeland, at the Police Court this morning, who ordered their detention in police custody for one week, pending further inquiries.

According to Japanese papers the competition between the N.Y.K. and Messrs. Butterfield and Swire on the Hongkong-Bangkok steamship route is still very severe. It is stated that the Japanese firm has decided to take advantage of the expiration of the charter of the *Kanjo Maru* on Dec. 26, to strengthen the service by chartering a finer vessel, the *Dejima* (7,139 tons), sister ship to the *Kidder*, which is now running on the service. The vessel is to be taken over by the Kaisha at Hongkong in the early part of December. The charter of the *Kidder*, *Prometheus* and *Proteus* will expire on November 21, November 30 and January 21, respectively, but the Kaisha has made arrangements to charter them all for a further six months.

KINDNESS REPAID.

THEFT OF A TYPEWRITER.

George E. Steel, an American, was arraigned before Mr. C. A. D. Melbourne, this morning, at the Police Court, on a charge of stealing an Underwood typewriter, valued at \$50, the property of the Oriental Construction Company, on the 1st instant; and D. Meyer was charged with receiving the said typewriter, well knowing it was stolen, and pawing it. The first defendant denied the charge of theft, while the second defendant averred that he did not know the typewriter was stolen when he took it to the pawnshop. Evidence was led. A representative from the Oriental Construction Company said that the first defendant was allowed the use of the typewriter in his office at all times when the machine was not being used. He had been using it for some time. Last week witness went to Canton, and on his return he found the typewriter missing. He wrote to Steel about it, but received no reply. He went in search of Steel, and after some days found him in local town. He inquired of him where the typewriter was and he told that it was pawned. He then asked Steel to go with him to the police station, which he did willingly. At the station Steel said that he gave the typewriter to Meyer, who pawned it for \$50. This led to Meyer's arrest. The pawnbroker was called and he recognized Meyer as the person who pawned the typewriter. Meyer on the other hand satisfied the Court that when he took the machine from Steel he thought the machine was Steel's property. His Worship found Steel guilty of theft and sentenced him to three weeks' hard labour, while Meyer was discharged.

THE WANCHAI BRAWL.

JAPANESE PLEADS GUILTY AND IS CONVICTED.

The case against the three Japanese of Hillside Terrace, Wanchai, who were charged with kicking one of their compatriots on the 27th ultimo, and who were held by the police pending the arrival of news from the Government Civil Hospital as to the wounded man's condition, was yesterday concluded at the Police Court. The complainant, one Gishaburo Abata, although suffering from multiple knife wounds, had recovered sufficiently to leave the hospital. The complainant and defendants and a number of other Japanese, it will be remembered, were having a drinking bout in their house. Before many hours had passed three bottles of whisky and a good many bottles of beer were consumed. After this a quarrel ensued and the defendants were alleged to have attacked the complainant with knives. Streamling in blood the complainant made his way into the street, where he was met by a policeman, who took him to No. 2 Police Station, and the defendants were later arrested. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for one of the defendants, who admitted the charge. The other defendants denied everything. Mr. Grist begged for a light sentence, averring that the man was drunk at the time. Mr. C. A. D. Melbourne, who heard the case, fined the first defendant \$25, the remainder being discharged.

RIVAL ROUTES TO HONGKONG.

LONDON OPINION ON THE P. AND O. AND C. P. R. MAIL SERVICES.

According to *The Phoenix*, the well known London shipping journal, Mr. Piers, the manager of the Canadian Pacific Railway, seems to be suffering from some kind of hallucination. The *Canadian Gazette* reports him as asserting that the Canadian Pacific route to China is going to prove immeasurably quicker than the existing P. and O. route. Apparently he arrives at this conclusion by mis-quoting facts regarding the time occupied on the Eastern route; anyway, this is what he is reported to have said: "One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving the superiority of the Canadian route for mails as well as passengers to the Far East. By the fastest trips around the other side of the world, or what is known as the 'overland' route, Liverpool to P. R. time table between Liverpool and Hongkong works out in the rough—Liverpool to Quebec, seven days; Quebec to Vancouver, four days; Vancouver to Hongkong, nineteen days." The *Canadian Gazette* report proceeds as follows: "That sounds like a fairly tale, doesn't it?" remarked Mr. Piers, manager of the C. P. R. steamship lines, in Montreal. "But we are going to do it, and that within a very short space of time, and if it does not prove to the British and other European nations the advantages of travel via Canada to East, and vice versa, they must have lost their business acumen."

We agree, comments *The Phoenix*, as to the "fairly tale." It not merely sounds like one, but it is next cousin to one. It would be interesting to learn where Mr. Piers obtained his "information" that the fastest time by the Eastern route is 35 days. The last voyage of the P. and O. Co.'s *Dahlia* may be taken as a fair sample of the Eastern route to Hongkong. How, the *Dahlia* reached Hongkong on the afternoon of the 18th inst., with the mail which left London on the evening of August 24, the mail having thus been 24 days in transit. The despatch of this mail from London, eastwards was simultaneous with that of the mail sent westwards by the Canadian route, the latter being due at Hongkong last Sunday, the 23rd inst. It is, therefore, apparent that the mail by the Suez route has reached Hongkong in five days less time than is likely to be accomplished by the route through Canada. We suppose it is unnecessary for us to say more.

The British steamer *Victorious*, which recently put into Manila in distress, will be repaired at Cavite. Her cargo is now being discharged by Captain Robinson. The forward part of the ship which was injured by striking on a reef in Maguindanao has been repaired sufficiently to enable her to go to sea. The propeller shaft and propeller are to be repaired at the Yards at Cebu. The stern of the ship will be raised high enough out of the water for the workmen to get at the propeller and stern bearings. The work of discharging the large cargo of sugar will be completed in a few days.

SOCIETY OF ST. VINCENT DE PAUL.

FORTHCOMING "AL FRESCO" FETE.

The season is once again upon us when the rich and well-to-do are asked to open their purses on behalf of their poorer brethren in this Colony, and one of the most deserving charitable Societies will endeavour, on Sunday next, to raise the necessary funds to enable it to continue its good work, quietly and unostentatiously done, for yet another year. But this appeal to the charity, inclined is no mere "stand and deliver" "quadrantation"—it takes the form of an *al fresco* fete, and each one present will receive a *quid pro quo* in the shape of a souvenir in exchange for his entrance fee.

On Sunday night in the compound of the Roman Catholic Cathedral, Glenelg, the Society of St. Vincent de Paul will hold their annual fete from 9 to 11 p.m., but friends and sympathisers are invited to be present in the afternoon, from 2 to 7 o'clock, to inspect the various articles which will be offered for sale in the evening. For several months past the committee, a very representative and comprehensive one, among whom Mr. F. P. de V. Soares is the moving spirit, have been very busy preparing for this annual event, and now the result of their labours is manifested by the large quantities of delicate and dainty articles which will be held, as they hope, and as they should be, on Sunday night. From England, Mr. Soares has received many packing-cases filled with all kinds of useful and ornamental articles, to appeal to the taste of man, woman and child alike. For the householders are most elegant tea-sets, flower stands, bowls and vases, and many other articles, and the latest fashions in ladies' hats, and the latest in men's suits, and also a very large quantity of handsome crockery and porcelain ornaments of various shapes and sizes, ornamented with views of the Roman Catholic Cathedral, from photos sent home by Mr. Soares for the purpose. Then there is a fine lot of large and handsomely framed pictures, views of English scenery, after well-known artists. An immense crockery-ware bread-pan should attract the careful boarding-house-keeper on account of its capacity, for holding a very large quantity of the "staff of life," and keeping it in fine condition. For the men there are to be found very neat shaving mugs, also ornamented with views of the Cathedral, slippers, and cigar-cases. The little ones are by no means forgotten, and great care has been exercised in the selection of games for them, both for indoor and outdoor, and as a result there are to be found every kind of the newest games, which, besides being most amusing for the children are at the same time, for the most part, instructive as well, so that even while enjoying themselves at play the juveniles may be learning something useful for the purpose. Along with "Who's Who?", "A B. C.", and aid to spelling, "The Art Gallery," "Fortune-telling," from quotations of the best authors and poets. Then there are drawing-room and lawn quoits, peniculators for dolls and babies, rocking and tri-cyle-horses, and hundreds of other things of the sort besides large quantities of sweets of which Messrs. C. and E. Morton & Co., the well known purveyors, have presented six dozen bottled samples. While for "sports" and picnics are to be found quantities of the same firm's pointed pens, put up in specially labelled tins. 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THE KINGS BIRTHDAY

CELEBRATIONS IN CANTON.

[From Our Special Correspondent.]

Shanghai, 9th November.
To-day being the anniversary of the birth of His Most Gracious Majesty King Edward VII., the British community of Canton, true to their traditions, are celebrating the occasion on a right loyal manner. An express has been circulated today in which it is stated that the British Community of Canton request the pleasure of the company of all members of the Non-British Community at the celebration of the above. The programme includes athletic sports on the Recreation Ground, commencing at 2.30 p.m.; fireworks at 7.00 p.m., and a Variety Concert in the Canton Club Theatre commencing at 9.30 p.m.

Following is the programme of sports, the officials being—

Judge—C. J. Lalor and H. Bent.
Starter—C. J. Lalor.
Stewards—C. J. Lalor, T. D. Moorhead, A. V. Hogg, E. G. Jamieson, E. A. Stanton and S. Shelley.

1.—FLY RACE. 100 yards. Two prizes.
W. G. Saunders, F. Ricketts, T. H. King, R. C. Cornie, D. M. Barry, A. Daniel, F. Herb, G. S. Thorne, B. Harris, A. Baer, C. C. Walcott, E. P. Moss, 6 men. 1st prize, 1st round the Ground.

2.—FLY RACE. 100 yards. Two prizes.
W. G. Saunders, A. Baer, R. O. Hutchison, V. Bowden, S. F. Ricketts, D. M. Barry, F. Herb, T. H. King, G. S. Thorne, 6 men. 1st prize, 1st round the Ground.

3.—HIGH JUMP. Three jumps. Two prizes.
R. D. Mansfield, D. M. Barry, Hick, P. S. Moss, T. H. King, B. Harris, A. Baer, C. C. Walcott, E. P. Moss, S. F. Ricketts, 4 men. 1st prize, 1st round the Ground.

4.—PILLOW FIGHTING. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

5.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

6.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

7.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

8.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

9.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

10.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

11.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

12.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

13.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

14.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

15.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

16.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

17.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

18.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

19.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

20.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

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31.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

32.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

33.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

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36.—HURDLE RACE. For Soldiers only. Three from each ship—Entire on Ground. One Prize \$10.

H.E. VICEROY SHUM.

PREPARING TO LEAVE CANTON.

[From a Correspondent.]

Canton, 8th November.
H.E. Viceroy Shum is now completing his arrangements for leaving Canton, and only waits the arrival of the H.M.S. *Chow* to be able to start. The programme of the celebration of the birthday of His Majesty King Edward VII. is being held over until the arrival of the *Chow*, which will leave at once for Shanghai to spend the month's holiday that has been granted him by his Imperial Master. On the expiration of the month's leave he will go to Peking for an audience with the Emperor and the Empress Dowager, before sailing for Yunnan and Kwai-chow.

ON THE RAILWAY AGREEMENT.
Once again H.E. Viceroy Shum has sent a despatch to the Board of Foreign Affairs at Peking, stating that in his opinion the terms embodied in the Kowloon-Canton Railway Agreement, between Great Britain and China, are much too one-sided, as they are too much in favour of Great Britain. A similar fault is found by H.E. with the American agreement regarding the Canton-Hankow Railway, which, he says, favours the Americans too much. H.E. has therefore urged upon the Board of Foreign Affairs the necessity for revising and reconsidering the matters.

THE YUK-KAN RAILWAY.
NEW SUPERINTENDING DIRECTOR.
[From a Correspondent.]

Canton, 7th November.
It is understood that at last H.E. Tong Shiu Yee has consented to return to Canton. Many requests were made to him to come and take up the duties of superintending director of the Yuk-Kan Railway Co., Ltd., but he has constantly refused. But before leaving Shanghai, H.E. Chow Yu, Viceroy-designate of the two Kwans, sent a telegram to H.E. Tong Shiu Yee, requesting his return to Canton, and to take up the duties of superintending director of that company. H.E. Tong Shiu Yee, who is now in Peking, has at length consented to do so, and has stated that he will be in Canton at an early date to take up his new duties.

ABO LOAN.
H.E. Tong Shiu Yee is negotiating for a big loan with a British Bank in Peking for the Yuk-Kan Railway Co., Ltd. The loan is for £1,000,000, to bear interest at 6.5 per cent., and to be repayable by instalments to complete the repayment of the loan in 25 years. Of this amount it is proposed that £700,000 shall remain in London, for the purpose of paying for the purchasing of railway material as required by the Company, the Bank to charge another £300,000 as commission on disbursements for such purposes, but the Bank is holding out for more, hence the delay in the negotiations.

DISSENTING DIRECTORS.
Chang Yu Chai, president of this branch of the railway, has tried time and time again to resign from the Board of Directors, but on each occasion H.E. Viceroy Shum has refused to permit it. On the other hand, it is curious to note, as some of the Hong Kong Times, the late vice-president, tendered his resignation of that position at the time of the Board of Directors, it was at once accepted by H.E. Viceroy Shum without any demur.

CANTON IMPRISONED.
We are requested to acknowledge the following subscription to the above fund—

Staff of Chinese Imperial Customs at Canton £147.50

REFORMERS ARRESTED.
Some time ago, Jan Yik Ching and Tong Shiu Chai, editor and sub-editor respectively, of the *Chung Hui Pao*, a circular journal published in Peking, were arrested on suspicion of being reformers, and at first, Reformers' agents, through their lawyers, I was believed at the time that the *Chung Hui Pao* was owned and controlled by the *Chung Hui Pao* Association, and that the two men in question were working for the purpose of the organ of that association. The day after, however, an order was issued for their release, and for their return to Peking. This order was issued by the police authorities, and the two men, they being charged with sedition, were released, and the men were very much surprised. The men were very much surprised, and the men were very much surprised.

THE SHANGHAI SIKH POLICE.
Major Hall of the Baluch regiment at Peking, accompanied by a detachment, arrived at Shanghai yesterday by the C.N.S. *Flagship*, and the *N.C. Daily News* of 3rd ult. The object of their visit, as was explained in the last published minutes of the Municipal Council, is to inspect the Sikh members of the Police Force, to ascertain if possible the causes which led up to the recent friction, and to give such advice as their experience suggests to the Council as to the important matter of the employment of Indian police work. We have expressed the opinion that the matter of control will be found to rest mainly in the vesting of the command in office a capable of addressing the Sikhs in their own language, and it is at all events a satisfactory first step that an experienced officer like Major Hall should arrive as an expert adviser. From Indian papers to which we have had access, we note that the frequency with which the "Sikhs" have been in trouble all along the China coast in the last few years, has not escaped comment, and the lawlessness is attributed to the fact that the men who have made their way eastward have been, in many instances, of the lowest type and of very mixed caste and race. Quite recently it was decided that the recruiting for the Hongkong and Singapore Artillery should be carried on through the agency of recruiting officers in India, in order to prevent men of the character existing. A notification in the Tientsin papers, which makes a similar rule applicable to the police of the various foreign municipal cities of China, but which H. Shanghai is mentioned in this notification, it has not yet been posted as of validity here. An important condition of this notification is that the period of service of the men engaged under it will, in every case, terminate in India. On the expiry of their term of service in, or on discharge or dismissal from the Colonial or Municipal Police, they will be sent back to India in every case for disposal. We have no desire to forestall the report which Major Hall has come to make, and merely congratulate Council and community alike on the probability of an early solution of an awkward problem.

JAPANESE IN SAN FRANCISCO.

U. S. GOVERNMENT ASSURANCES.

APPEAL TO PRESIDENT ROOSEVELT.

From a Tokyo dispatch it appears that on the 25th instant the U.S. Government sent a reply through the U.S. Ambassador in Tokyo, to a note addressed by the Japanese Government on Monday last in regard to the anti-Japanese movement and the exclusion of the Japanese children from public schools in San Francisco. The substance of the reply is to the effect that the negotiations are connected with the labour question, which is confined to one locality, and the Washington Government was not aware of the existence of the conditions until a telegram from Tokyo was received. The judicial authorities have been instructed to make investigations regarding the outrages committed by the San Francisco people. The matter of the exclusion of the Japanese children from the schools is under the jurisdiction of the local administration of California, and the Washington Government has no power to interfere in the matter. President Roosevelt and Mr. Root, Secretary of State, have given assurances that the agitation of the San Francisco people in no way echoes the sentiments of the general public of the United States, and that everything possible will be done to suppress the agitation, and it is hoped that the feeling of the Japanese may be reconciled.

The American Friends Association of Tokyo (a Japanese organization of which Baron Kato, its president, held a meeting on Thursday, and considered the course to be taken by the society regarding the agitation in San Francisco. Mr. Ooka, a leader of the Constitutionalists in the Diet, moved that the President of the United States should be appealed to to take proper measures against the agitation. Mr. Ooka pointed out that the menace to which Japanese were now being subjected in San Francisco could not be expected to be passed unnoted by their countrymen at home. The meeting agreed to address a telegram to President Roosevelt, and to continue to take active interest in the question. A committee was appointed to watch matters until a satisfactory settlement is arrived at. The telegram to be sent reads in substance as follows—

"The Japanese nation feels profound regret at the action of the Board of Education of San Francisco in adopting a resolution to exclude a large number of Japanese children from the public schools, which resolution has been carried out. The American Friends Association, which pledges itself to do all in its power for the maintenance of good friendship with America, cannot look on unmoved at the agitation at present prevailing in San Francisco. May the President of the United States, acting under the guidance of the principle of justice, take proper measures to suppress the movement."

A San Francisco message to the *Asahi* states that an official report has reached there to the effect that the Japanese Government has entered upon diplomatic negotiations in regard to the exclusion of the Japanese children from the schools at San Francisco.

VISCOUNT AOKI AND MR. ROOT.
A San Francisco message to the *Asahi* states that the anti-Japanese feeling prevailing throughout America is becoming more acute, and that the U.S. States is devoting much attention to the question.

In an interview at Washington with Mr. Root, U.S. Secretary of State, which is said to have lasted for some hours, V. Count Aoki, Japanese Ambassador to Washington, formally demanded that the United States should strictly observe the treaty of 1894 between Japan and America and that Japanese children in America should be allowed the privileges enjoyed by the children of other nationalities in public schools. V. Count Aoki emphasized his demands by adding that, if the present attitude against Japanese children in regard to their education was continued, it would be likely to result in vexatious diplomatic complications.

President Roosevelt, continues the message, is much concerned regarding the action taken by the authorities of California, and it is considered likely that he will request the authorities to reconsider the step they have taken.

Public opinion in the United States generally does not endorse the attitude of the Californian authorities, and the Press of various States is adversely criticising the attitude of the Californian authorities.

Mr. Wright, U.S. Ambassador in Tokyo, received a telegraphic dispatch on Wednesday from the Washington Government regarding the matter. The dispatch, which was referred to in the Japanese Government, is to the effect that the agitation is entirely of a local nature, being confined to San Francisco, and the U.S. Government at first was unacquainted with the details of the matter. As the result of the supreme efforts made to obtain information on the matter the U.S. Government has found that even in San Francisco the agitation is admitted as merely a local labour question, and that the conclusion of things after the calmest and quietest manner. According to the result of investigations made by the Washington Government, the exclusion of the Japanese children from the schools appear to be due to the destruction of the earthquake of the schools, which the Japanese were attending, there having been no time yet to reconstruct them.

The U.S. Government has not the least intention of continuing the exclusion of the new Japanese and the people of the most favoured European countries, and the United States people have an inclination that the Government should act in a way against that principle. The U.S. Government without hesitation gives the most distinct assurance to the Japanese Government on this point. President Roosevelt, with a hope of securing full protection for Japanese, has ordered the judicial authorities to consider the matter, and has urged upon the matter in order to enable them to take necessary measures as the matter develops. The U.S. Government does not doubt that the Japanese people will fully understand for the fact that hundreds of common and technical schools in the United States have Japanese among their students, that such a measure as the exclusion of the Japanese children in San Francisco would not be likely in any other part of the States. *Japan Chronicle*.

ACTION BY THE WASHINGTON GOVERNMENT.
A San Francisco message to the *Asahi*, dated the 7th ult., states that Mr. Metcalf, the U.S. Secretary for Commerce and Labour, had left Washington for San Francisco, for the purpose of explaining to the San Francisco authorities that the anti-Japanese movement would be persisted in, disturb diplomatic relations between Japan and the United States. President Roosevelt and Mr. Root are more concerned for the maintenance of friendly relations between Japan and America than in the local question confined to San Francisco, and are entirely disapproving the action of the Board of Education at San Francisco.

Mr. Metcalf has been instructed to consult the Governor of California, the Acting-Mayor, the Japanese Consul, and the Board of Education at San Francisco, and report to President Roosevelt on the situation, and the cause of the anti-Japanese agitation.

Mr. Metcalf will explain that the anti-Japanese movement in San Francisco will result in heavy damage to commercial interests in the Far East, and that the U.S. Government and American citizens in general are bound to respect the rights of Japanese under treaty.

The Washington Government will communicate with the Japanese Government as to the object of Mr. Metcalf's visit to San Francisco, and give assurance that the U.S. Government will fully observe its treaty obligations.

No one, concludes the dispatch, can at present predict what course the President will take in the event of the San Francisco authorities persisting in their action towards Japanese children.

Japanese papers publish a San Francisco dispatch to the effect that an Association of Japanese in San Francisco, acting under the advice of the Japanese Consul there, has instituted an action in the Circuit Court against the California Board of Education in regard to the expulsion of Japanese children from the public schools. The Japanese Association has retained a noted jurist to conduct its case, and the result of the legal proceedings is looked forward to with great interest. (A Reuters San Francisco message, published in our last impression, stated that Judge Wolcott, in the United States Circuit Court, ordered the San Francisco Board of Education to show cause by November 11th why Iyashura, a Japanese pupil, be not reinstated in the Pacific Heights grammar school.)

The U.S. Government is greatly concerned at the attitude taken by the authorities at San Francisco. The general opinion in America is that both the United States and Japan are violating the treaty of 1894.

Japanese journals observe that the present agitation in San Francisco for the exclusion of Japanese children from schools is stronger than is generally anticipated. During the time Mr. Chinchi, now Vice-Minister for Foreign Affairs, was Japanese Consul at San Francisco, similar agitation broke out and though they were less violent than the present movement, all the Japanese rose and did their best to reverse the situation—the officials making protests, others writing to newspapers and holding public meetings—and they succeeded in inducing the San Francisco authorities to withdraw the illegal decision. Yet it was about two months before the question was settled, and the time the San Francisco authorities themselves took to reverse the movement, fully prepared to resist Japanese influence.

From this fact alone, it may be seen how strong the anti-Japanese spirit is in the American community. The Central Government of the United States has no authority to interfere with the local administration of a State, and it only perplexes the Central Government to carry on negotiations with reference to the local anti-Japanese feeling. These circumstances have contributed towards the steadily falling price of the raw cotton. In 1905, however, the situation was reversed. Throughout the year raw cotton never rose much above 1905, while the price of yarn fluctuated between 1910 and 1920 per bale. In 1905, however, the situation was reversed. Throughout the year raw cotton never rose much above 1905, while the price of yarn fluctuated between 1910 and 1920 per bale. In 1905, however, the situation was reversed. Throughout the year raw cotton never rose much above 1905, while the price of yarn fluctuated between 1910 and 1920 per bale.

The members of the Board had no explanation to make concerning the ruling except that they believed it was for the best interest of the schools that such a policy should be pursued. At the present time, or, rather, before the catastrophe, there were nearly 2,000 Oriental school children in San Francisco.

These were distributed among the several schools of the city, although the major portion of children of these races through choice and for the sake of convenience attended the school at Clay and Powell streets. This school, as reconstructed, will contain more than 400 pupils, and when the order of the Board is carried into effect it is probable that there will be a congestion of students. It is also possible that the confusion which will naturally ensue will arouse opposition from the Councils of the Japanese, Korean and Chinese Governments, and questions may arise which will call for an inquiry by the Department of State.

The same journal reports a meeting of fruit-growers at Saratoga, addressed by Mr. A. H. Hayes, member of Congress from the State of California, who was at the time at the Pacific coast. Mr. Hayes asked for questions as to his action in the matter of the Japanese exclusion. The farmers at Saratoga took the stand that to exclude the Japanese would be equivalent to pauperizing them.

Mr. Hayes related that plenty of white labour would come there if the farmers signified their desire to employ them. He said that with all the influx of Japanese, the position of the farmers here was improved. Not many years ago when there were fewer Japanese in the country, they picked prunes for \$1.50 a day, and now they were paying \$2.50. Mr. Hayes insisted that to throw down the bars to the Japanese would mean a tremendous rush to the Pacific Coast, and that eventually the Orientals would dominate commerce and wipe out civilization.

Mr. Hayes' arguments were firmly combated by the farmers, who said that if they employed white labour there would soon be a pruned pickers' union.

A Tokyo dispatch states that the anti-Japanese feeling which has broken out on the Pacific coast of America, has aroused anxiety in England. According to the general feeling in England, as echoed in the Press, it appears that the British public is beginning to doubt whether it was not in the interest of Great Britain to enter upon an alliance with Japan.

The dispute has apparently revived in some quarters the "yellow peril" cry. The "Press" referred to is probably the *Daily Mail* and papers of that ilk.

A San Francisco message to the *Asahi* states that the President of the California University is collecting data for authority in support of the exclusion of the Japanese children from the schools. The exclusion of the Japanese children was projected before the earthquake, but its execution has been deferred for want of funds. A proposal is on foot to extend the Oriental school to admit 93 Japanese and 3 Korean children.

The Japanese filed a further petition on the 29th for an action against the exclusion of their children.

President Roosevelt received at the White House on the 29th Euying Kingaki of the Japanese Navy, who resigned from the Annapolis Naval College.

A London telegram to the *Asahi* states that in a leading article on the anti-Japanese movement in America, the *Times* strongly criticises the movement as unbusinesslike and imprudent, and declares that the U.S. Government is entitled to consider the California case as an observation of the Treaty between Japan and the United States.

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The Journalists' Club in Tokyo adopted the following resolution on Tuesday:—The Anti-Japanese movement in America is the means of ignoring the Treaty between Japan and the United States, and is an insult to the prestige of Japan.

The meeting agreed to do its utmost to arouse public opinion in Japan, and encourage and stimulate the authorities, in order that the question may be solved from its root.

The meeting agreed to issue a manifesto, and appointed two members to draw it up. They have, however, agreed to observe all moderation and consideration in the movement. *Japan Chronicle*.

JAPAN'S COTTON SPINNING INDUSTRY.

REMARKABLE INCREASE OF PROFIT.

Prior to the late war the net profit of the Japanese cotton spinning mills amounted to an average of from 6 to 8 per cent. per annum. Since 1905, however, the profit of the spinning companies has suddenly increased. During the first half of this year, especially, not a few companies made dividends of 30 to 40 per cent. Below we give a table showing the figures of the amount of the capital, reserves, and the net profit of the spinning mills throughout the country during the last four years.

	Capital.	Reserves.	Net profit.
	Y,000	Y,000	Y,000
1st half 1902	33,280	4,094	1,877
2nd half 1902	33,659	4,232	377
1st half 1903	34,628	4,502	1,001
2nd half 1903	35,009	5,272	1,650
1st half 1904	35,247	5,502	1,650
2nd half 1904	35,263	6,080	2,863
1st half 1905	34,311	10,488	7,370
2nd half 1905	34,469	8,301	6,932
1st half 1906	35,468	13,299	7,076

During the war the demand for cotton yarn was greatly increased owing to the military requirements, thereby causing an extraordinary rise in the price of yarn. Even after the cessation of the war, the demand for yarn has not declined as the demand for military purposes has been amply made up by the demand among the general public, who had refrained from buying to any great extent while the war was in progress. In addition to this, the price of raw cotton was exceedingly low during last year in inverse proportion to the prevailing high price of yarn. These circumstances have contributed towards the steadily rising price of the profit of the spinning companies. In 1905, the cost of raw cotton did not go below 140 per ton, while the price of yarn fluctuated between 1910 and 1920 per bale. In 1905, however, the situation was reversed. Throughout the year raw cotton never rose much above 1905, while the price of yarn fluctuated between 1910 and 1920 per bale.

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